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*Toronto "called back" and
emigration with ...*

Conyngham Crawford Taylor

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To
John I Davidson Esq
President
Board of Trade

In remembrance of kind
words spoken on short
acquaintance with the
compliments of

The author

35 Froome St
Trumb

October 31st 1890

TORONTO "CALLED BACK"

AND

EMIGRATION

WITH

REMINISCENCES OF A RECENT TRIP TO GREAT
BRITAIN AND IRELAND

CONTAINING AN ACCOUNT OF THE VISIT OF HER MAJESTY THE QUEEN TO WALES,
THE MERSEY TUNNEL, MANCHESTER SHIP CANAL, AND A VISIT TO
THE MARQUIS OF DUFFERIN AND AVA, AT CLANDEBOYE,
WITH A BEAUTIFUL LITHOGRAPH PORTRAIT OF

HER MAJESTY THE QUEEN AND EMPRESS

ALSO

*Engraved Likenesses of His Excellency Lord Stanley of Preston, Governor.
General; and E. F. Clarke, Esq., M.P.P., Mayor.*

BY

CONYNTHAM CRAWFORD TAYLOR

(OF HER MAJESTY'S CUSTOMS),

Author of "Toronto 'Called Back.'"

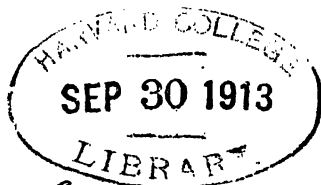
TORONTO:

WILLIAM BRIGGS, Publisher,

METHODIST BOOK AND PUBLISHING HOUSE:

1890.

Can 2557.9.3



Fine money

Entered according to the Act of the Parliament of Canada, in the year one thousand eight hundred and ninety, by CONYNGHAM C. TAYLOR, in the Office of the Minister of Agriculture, at Ottawa.

TO
His Excellency Sir Frederick Arthur Stanley,
BARON STANLEY OF PRESTON, G.C.B.,
Governor-General of Canada, etc., etc.

As many of the reminiscences in these pages have their centre in Lancashire, where the names of "Stanley" and "Derby" are as familiar as "Preston" itself, and having had occasion to refer to the fact of your Excellency occupying at present the distinguished position of the popular representative of Her Majesty in this Dominion, and knowing the interest you take in all that appertains to the growth and progress of Toronto, and of Canada generally, this brief record of my recent visit to Great Britain and Ireland, and my humble efforts to make Toronto better known, is respectfully dedicated to your Lordship, by your loyal and obedient servant,

C. C. TAYLOR.

35 Grosvenor St., Toronto,
September, 1890.



HIS EXCELLENCY SIR FREDERICK ARTHUR STANLEY,
BARON STANLEY OF PRESTON, G.C.B.,
GOVERNOR-GENERAL OF CANADA.

INTRODUCTORY.

PREVIOUS to 1886, the commercial history of Toronto had never been written. Everything previously published was either purely topographical or political, with reminiscences of persons and places, interesting for local information.

Rev. Doctor Scadding's history is deservedly valuable in these respects, and also Doctor Mulvaney's "Toronto Past and Present," and Mr. Dent's Semi-Centennial volume. Although neither of the last was from personal knowledge of the events narrated, they have contributed to the same local description of Toronto, yet in continuous intercourse with Great Britain since 1847, I have never met with a copy of either of the above works in any library or public institution on the other side of the Atlantic. The general facts as to the growth of Toronto, from the time it was known as "Muddy York," have been repeated and reiterated in pamphlets, Christmas numbers of newspapers, and advertising literature of all kinds, but nothing beyond what was ephemeral, or at best only for casual reference, and, only arresting the passing notice of the readers, to be thrown aside, as of no further interest.

Who has travelled amongst strange cities, and at his hotel was compelled to resort to the local history of Chicago, Buffalo, St. Paul and scores of other cities, and has not, after skimming over the leaves mechanically, felt relieved on laying them aside and flying to something more interesting and instructive, to pass the weary hours, forgetting all about the oft-repeated history, because entirely local? Thomas Carlyle says, "The editor of books may understand withal that if as is said 'many kinds are permissible,' there is one kind not permissible, the kind that has nothing in it, '*le genre ennuyeux*.'"

Having been struck with this fact, and being constantly reminded by everything around me of the wonderful growth and progress of the city which I had witnessed during forty years, especially in the importing trade, and the development of its manufacturing industries, and everything suggesting the contrast between 1886 and 1847, I commenced to write for private use only, my reminiscences of my first impressions of Toronto, then my experience as a wholesale importer, and in "calling back" from memory the history of trade, I found that I was in possession of some facts, that were not generally known and certainly had never been recorded, amongst which were the following:—

The commencement of commercial travelling, having been the first to undertake the enterprise, before any railroads were thought of, and having taken orders for our own firm from Quebec to Windsor, thus making Toronto, even then, a distributing centre, I had the pleasure of inducing buyers from as far east as Brockville to visit Toronto for spring purchases for the first time.

The want of a good hotel being felt by the merchants, we were amongst the first to take debentures in the Rossin House, and subsequently to sell to Mr. Rossin at 50 per cent. loss, so as to prevent the hotel from being closed up.

We were amongst the first subscribers to the mercantile agency of R. G. Dun & Co., years before Mr. Wiman became connected with it.

In the same way I was amongst the first subscribers to the Gas Company, which was formed in 1848.

Having entered goods at the Custom House before any of its present staff were connected with it, I was familiar with its history.

Nevertheless, I did not presume at first to publish what I knew of these matters, until I had ascertained that my chances of finding any assistance from my contemporaries were so slight as to convince me that all I knew would be left in oblivion did I not put it in the hands of the printer.

I waited on the late Senator McMaster and others for confir-

mation of some important matters, such as the introduction of the bonding system through the States, when they told me that neither from memory, nor from written memoranda, could they assist me. As I had, personally, a part in the introduction of the bonding system, this I considered very important.

The late Senator Macdonald was certainly the best qualified of any man in commercial life to write on these matters, but he had not commenced the wholesale business for some time after some of these events took place. When I showed him what I had written, he said if I did not publish it, it would be lost, as there was no one else to do so, and chiefly through his influence I consented.

It may be judged from the following list of all the business men in the city who were in business in 1850, and are still living, how few had experience as importers or manufacturers to narrate the business history of that time:—In Wholesale Dry Goods there were Lewis Moffatt, Isaac Gilmour, Taylor & Stevenson; Wholesale Grocers—J. C. Fitch, Frederick Perkins; Retail Dry Goods—John Kay, John Eastwood, Arthur Lepper, Scott & Laidlaw, Thos. Lailey; Druggists—W. H. Doel, Hugh Miller; Musical Instruments—S. Nordheimer; Booksellers—Thomas Maclear; Jewellers—E. M. Morphy; Hides and Leather—James Beaty; Boots and Shoes—Edward Dack.

Not one hardware merchant or retail grocer survives who was in business in 1850.

Of the whole of these the only importers who had any experience in that way are Isaac Gilmour, Esq., L. Moffatt, Esq., the writer, and his then partner, at present living at St. Leonards-on-the-Sea, England—in the wholesale dry goods; and Frederick Perkins, Esq., and J. C. Fitch, Esq.—in the wholesale grocery trade.

The fate of previous attempts at writing a history of Toronto which would prove of general interest, led me to deviate from the beaten path of local historians, and to publish something that would be readable on both sides of the Atlantic. How far I have succeeded I leave for competent critics to decide, and amongst the first I may quote from the *Evening Telegram*.

of August 6th, 1886. "The author does not confine his reminiscences to Toronto. The reader is carried in fancy to other lands, and has placed before him a picture of half-forgotten events, or given pictures of men and places, with whose names or history he is more or less familiar. The book deals chiefly with Toronto, however, dwelling on its wonderful growth and progress, especially as an importing centre, with the development of its manufacturing industries, etc. In fact, Mr. Taylor has produced a book which he might successfully defy any one to take up without finding something to interest him. Not content with telling the reader what it was in 1850, he shows what it is to-day; and by casting a prophetic eye into the future, he shows what is in store for this city of wonderful progress, in all the useful walks of life. 'Perhaps,' he says, 'with the exception of London and Chicago, no city in the world has made such rapid strides in the march of progress. It is just such a book as a shrewd observer might produce, who had devoted the spare moments of his life to making mental photographs, putting them away in the storeroom of his memory, and then bringing them out and developing them, as the photographers say, for the benefit of all who like pen-pictures.'" This extract is from the pen of Mr. Pirie, formerly editor of the paper, and is only an extract from a long critique. This is followed by flattering notices from the *Globe*, *Mail*, *World*, *Evening News*, *Christian Guardian*, *Canadian Manufacturer*, *Freemason*, *Sentinel*, *Irish Canadian*, *Monetary Times*, *Saturday Night*, *Dominion Churchman*, *Empire*, *Citizen*, *Canadian Advance*, etc., etc. A Liverpool paper says: "Through the kindness of Alderman G. F. Frankland, we have received a copy of the elegant and interesting work 'Toronto "Called Back,"' which partly historical, partly commercial and partly reminiscent, groups effectively the record of forty years' progressive development. As a souvenir of a city holding for us so many attractions of the closest social character, we acknowledge the gift with our warmest thanks, and largely endorse the sentiment of patriotism which prompted Mr. Frankland to put on record the fact that it was presented to us on Her

Majesty's birthday. Of the work itself we shall have more to say later on, meanwhile we content ourselves by remarking that the gifted and energetic author has, with charming individuality, so interwoven the stirring events and recollections of his own time with the general history of the Queen City, as to make the volume as personally attractive as a biography, while combining the essential elements of a corporation history. We may add, that Alderman Frankland took the opportunity, when paying his respects to Mayor Oakshott, of presenting him with a copy of the same work."

A professional gentlemen of Toronto, of extensive knowledge, and who has travelled a great deal, writes: "I have read 'Toronto "Called Back"' through from cover to cover, and with more pleasure than I can tell you. I had no idea that the history of the town could have been made so interesting."

An Alderman of the Lancashire County Council, residing in Manchester, writes from Niagara Falls: "Enjoying a brief visit to Canada, I was so fortunate as to get a copy of your book. Canada has had an increasing interest since I read 'Toronto "Called Back,"' and I may tell you it brought our party to Toronto, where it has been our guide, philosopher, and friend. We have ticked off day by day the points of interest in your live city, and thank you as strangers for the pleasure of perusal. Happy memories will many a time and oft be 'called back' of the book and its author. Every library in England should have it. I knew very little of Toronto before coming here, and I am sure few know more than I did. Were your book better known in England your city and country would be also."

Indian and Colonial Exhibition.

In anticipation of the opening of the Indian and Colonial Exhibition in London in 1886, Mr. James Beaty, ex-M.P., and Mr. R. W. Elliot, President of the Ontario Manufacturers' Association, addressed the City Council on behalf of the Toronto exhibitors at the exhibition. These gentlemen urged upon the Council the necessity of distributing something substantial in the shape of statistics, regarding the city's growth, commerce,

population, wealth, public buildings, etc. The matter was referred to a special committee, of which Ald. Saunders was chairman.

Having at that time in manuscript just such material as was asked for, in preparation for my first edition, of "Toronto 'Called Back,'" and no person offering to supply the required information, I offered to give the use of my manuscript without any remuneration whatever for the required purpose, and here the first imputation of mercenary motives commenced, one alderman remarking that if they took it for nothing I would be applying afterwards for compensation. As this idea was nothing short of an insult, I made no further offer, and the whole matter fell through.

It was on this occasion Ald. Frankland made the statement that there were "tons weight" of literature on Canada in Liverpool lying idle. In this statement I can fully corroborate the worthy alderman as to literature of a certain class, which I saw in bundles tied up on shelves, in quantities amounting to thousands of pamphlets, which no person saw, or cared much to read. To quote the alderman's own words, after "Toronto 'Called Back'" made its appearance, he made the *amende honorable* and became its warmest advocate.

It happened that very time when the whole matter of writing pamphlets and sending photographs to the exhibition fell through, that a letter appeared in the *Toronto World*, from an old lady in London to her daughter in Toronto, warning her to be sure and "lock the doors at night to prevent the bears from getting at the dear little children."

A recent bear story from Parkdale, if circulated in England without explanation, or more correct information about that progressive section of the city, would have precisely the same effect on the readers.

The "PROSPECTUS" promised to show the "Wonderful growth and progress of the City from 1850 to 1886, especially as an Importing Centre, with the development of its Manufacturing Industries," and "Reminiscences, extending over the four decennial periods from 1846 to 1886, including the introduction

of the Bonding System through the United States," also "Toronto a Manufacturing City;" "Toronto an Educational Centre;" "Toronto a Musical City;" "Toronto a Commercial Centre;" "Toronto a Literary City;" "Toronto as a Railway Centre;" "Toronto a City of Churches;" "Toronto as a Place of Residence;" "The Parks and Pleasure Grounds of Toronto;" "Toronto as a Distributing Centre, from the Atlantic to the Pacific;" "Toronto as the Queen City of the Dominion and Future Capital;" "The Future of Toronto."

In acknowledgment of the receipt of Copies of the Prospectus of "Toronto 'Called Back,'" letters were received, from which the following are extracts:

From His Excellency the Marquis of Lansdowne, Governor-General of Canada, etc., etc.

SIR,—I am desired by His Excellency to acknowledge the receipt of your letter of the 22nd inst., and to say that he is disposed to believe from the information with which you have supplied him, that such an account of the progress of Toronto might be given to the public with advantage, and if the work which you propose to publish is brought out, His Excellency will be glad to take copies of it. I am, sir, your obedient servant,

(Signed) MELGUND.

From Hon. John Carling, Minister of Agriculture.

DEAR SIR,—I have submitted your letter, and am instructed to inform you that the Minister of Agriculture fully recognizes the importance of the work you propose to publish.

Yours truly, (Signed) DOUGLAS BRYMNER.

From Hon. John Beverley Robinson, Lieut.-Governor of Ontario.

MY DEAR SIR,—As your proposed publication is designed to give an accurate account of the growth of the trade of Toronto, contrasting the past with the present, I need not say that it will greatly interest me, as it is well calculated to do many others who regard with interest all that appertains to this fast advancing city. You have it in your power from your former mercantile experience, to make your sketch of this city very valuable, and as the object which you have in view is a meritorious one, I wish you every success, and remain, My dear sir, very truly yours, (Signed) JOHN BEVERLEY ROBINSON.

From John Macdonald, Esq., Ex.-M.P.

(Of Messrs. John Macdonald & Co., Wholesale Dry Goods Importers, Wellington and Front Streets.)

MY DEAR TAYLOR,—I wish you every success with your book, and will have great pleasure in being numbered among your subscribers. Of the many changes which have taken place in Toronto during the last thirty or forty years you have been a witness; changes every one of which has indicated wonderful advancement. It will be a great thing to have this presented in readable form as a simple matter of historic interest. This work you are well fitted to accomplish, and such a work ought to secure a wide circulation. Very truly yours,
(Signed) JOHN MACDONALD.

From Hon. Edward Blake, Q.C., M.P.

DEAR SIR,—I should be very glad to purchase a copy of your history of Toronto, which will be deeply interesting to me, who am, I am afraid, one of its oldest inhabitants. Yours faithfully,
(Signed) EDWARD BLAKE.

From the Hon. Oliver Mowat, Q.C., M.P.P.

SIR,—The Attorney-General has received your letter, and authorizes you to put his name down as a subscriber to your book. Your obedient servant,
S. F. BASTEDO.

From the Right Hon. Sir John A. Macdonald, G.C.B.

DEAR SIR,—I have no doubt that your work, "Toronto 'Called Back,'" from 1886 to 1847 will be valuable and interesting, and I must ask you to put me down as a subscriber. Yours very truly,
(Signed) JOHN A. MACDONALD.

The first edition made its appearance in 1886, and before the close of the Exhibition quite a number of exhibitors had ordered and distributed from ten to twenty-five copies each, amongst friends and visitors to the Exhibition. Amongst letters from exhibitors who had distributed the books, Octavius Newcombe, Esq., of this city, wrote:—

"There has been a great interest in Canada aroused in England since the Exhibition; and a little knowledge of Toronto so

easily obtained through your interesting work, might be the means of bringing hundreds of tourists to Toronto, in the course of visiting Niagara and the St. Lawrence."

The Queen's Jubilee, and "Toronto 'Called Back.'"

The success of the first edition, and the great event of the Queen's Jubilee in 1887, induced me to issue a second, with the above title. Although this edition contained eighty-five additional pages and a number of new illustrations, including a splendid lithograph of Her Majesty the Queen and Empress, executed by the Toronto Lithographing Co., no addition was made to the price of the book.

Through the liberality of the Mayor and Council of that year 250 copies were ordered to be distributed through P. Byrne, Esq., the Ontario Emigration Agent in Liverpool, and fifty more copies to be personally distributed by Alderman Frankland.

For these books no payment was asked till most thankful acknowledgments were received and shown from the librarians of Free Libraries, Mechanics' Institutes, the librarians of the British Museum, all the Universities in Great Britain and Ireland, and Maynooth College, besides all the Steamship Companies belonging to Canada.





E. F. CLARKE, M.P.P.,

1888 MAYOR OF TORONTO. 1890

Toronto Called Back and Emigration.

"Toronto 'Called Back,' " and the Queen's Jubilee
from 1888 to 1847.

VOYAGE TO LIVERPOOL.

The third edition of "Toronto 'Called Back ' " having been issued, and with the advice of the Civil Service Medical Officer to take a trip to recruit my health, and the necessary permission, by order of the Governor-in-Council, having been obtained, I secured a passage in the Allan Royal Mail Steamship *Sardinian* from Quebec to Liverpool, 11th July, 1889.

As it was my intention to place nearly the whole of 500 copies of my book on sale in London and Manchester, the Railway and Steamship Companies kindly offered to carry them free of cost, having done so before with 250 copies previously ordered by the City Council. Not having taken advantage of the new arrangement by which passengers can go on board at Montreal, I enjoyed the pleasure of a trip on the steamer *Quebec*. This favorite steamer, although I had frequently travelled by her twenty years ago, shows no sign of old age or decrepitude, all the furniture and fittings seemed as fresh as ever, and with her comfortable staterooms, her magnificent saloon and luxurious meals, may be fitly styled a floating palace, of which any Canadian may feel proud.

The convenience of being transferred to the tender of the ocean steamer, and then taken on board, and your baggage all

safely placed on deck without the slightest trouble or annoyance, is indeed most agreeable.

The ever attentive and ubiquitous stewards soon have every thing wanted in your cabin snugly stowed away, while your "not wanted" luggage goes down into the hold.

Although nearly all the passengers had got on board at Montreal, I found a good seat at the starboard table had been secured for me, and as the napkin rings are numbered consecutively from head to foot of the tables, and the stewards are most particular in placing them in the same order at every meal, you have no difficulty about your seat, after the first meal, provided you can appear there at all. And here one of the modern improvements strikes every old sailor, in the introduction of revolving chairs on both sides of the tables, affording the greatest facility in taking your seat at any time, and the wonderful advantage of speedy egress in case of emergency, all of which was unknown in the days of the old Cunarders, when, if late, you had to climb past the backs of the passengers going in, and the same coming out. The White Star Line must get the credit of first introducing these chairs, and also of having the saloon amidships.

Quebec.

The approach to Quebec, either from Montreal or from below, is surpassingly beautiful and the scene full of historic interest. The line of timber coves, with ships loading for Europe, show the immense importance of this trade to Canada, while the view of the city itself, the Gibraltar of Canada, looking down on the most magnificent river in the world, the island of Orleans, and the falls of Montmorency, with the picturesque view of Levis on the opposite shore, form a panorama unexcelled, if not unequalled, in the world. The effects of the land-slide from beneath the esplanade to Champlain St., by which a number of houses and their inhabitants were destroyed, were visible to the passengers, and excited much interest and sympathy.

Arriving at Rimouski, mails and passengers from the Inter-colonial Railroad are taken aboard. Amongst the latter is

Christopher Robinson, Q.C., of Toronto, who takes the head of the table, while the writer has the next seat, with Mr. and Mrs. McGillivray, of Uxbridge, *vis-a-vis*, our party being a most agreeable one, and all are evidently bent on enjoyment and mutual friendliness.

As there had been easterly winds for several days, we were informed, for our encouragement, that there must be a change but soon proved that some of these "weatherwise" prophets are frequently "otherwise," the wind continuing steadily in the same quarter, which was right in our teeth the whole of the passage, so that the sailors had an easy time, the sails not having been put in requisition the whole voyage. In addition to this, we had very foggy weather, and after passing through the Straits of Belle Isle, fell in with a large number of icebergs. Notwithstanding all these drawbacks, with perfect confidence in Captain Richardson, who spent most of his time on the "bridge," and a pleasant lot of passengers, all bent on enjoyment, nothing seemed to dampen the spirits or mar the pleasure of delightful intercourse and social enjoyment.

The great bulk of the passengers were travelling for pleasure, nearly all bent on seeing the Paris Exhibition and the Eiffel Tower; a few were English people returning from a visit to America, either on business or pleasure.

The Rev. R. R. Barron, of Liverpool, was returning, after placing 170 boys on the North-West.

Mr. A. B. Owen, the Toronto agent of Dr. Barnardo, was on his way to London to bring out the third batch of boys, also to the North-West. He informed me that after the strictest scrutiny on the part of agents, not more than three per cent. had turned out badly. I regret to have to refer to a small financial matter with this gentleman which impressed me rather unfavorably, and may serve as a warning to others not to take Canadian money, but to change it for gold before starting. In my hurry at Montreal visiting friends I omitted to change \$21. of Canadian bills, and knowing that Mr. Owen would be returning to Toronto in a few weeks, asked him to give me gold, never suspecting a "shave" from a fellow-citizen. I left the exchange

to himself, and found by his allowing only 4s. to the dollar, I had just lost 3s. 6d. sterling, which I thought not a very friendly transaction.

Besides the Rev. Mr. Barron we had the Rev. R. W. Bardsley, one of seven brothers, all Church of England clergymen, one being the Bishop of Sodor and Man, and the Rev. Mr. Reid, of Ripon; Dean Norman, of Quebec; and Rev. Father Phelan, of St. Louis; besides one or two other clergymen. The three English clergymen, all being musical, the services on Sunday were made very interesting, and the concert on behalf of the Sailors' Orphans' Home in Liverpool was a great success. There was both morning and evening service in the saloon, and sermons, the three clergymen officiating in full canonicals. In the afternoon an address was delivered by Rev. Father Phelan, of St. Louis, on "The Advantages of Travel," and his lecture was supplemented by the singing of French hymns by the passengers from Montreal and Quebec.

The party being very musical, the music was exceptionally good. As it may be interesting to some, I give a copy of the programme rendered at the concert. The proceeds, added to the collections, amounted to £18 sterling or \$90, and when it is borne in mind that these collections are taken on board every steamer of every line sailing from Liverpool, it will be seen how large an amount must be realized in a year for this noble institution.

PROGRAMME OF ENTERTAINMENT IN AID OF THE SEAMEN'S ORPHANAGE.

FRIDAY, JULY 19, 1889.

R. M. S. Sardinian—Captain Wm. Richardson.

FIRST PART.

SOLO PIANOFORTE.....	"Caprice".....	Mrs. Donaldson.
TRIO.....	"Ye Shepherds" ..	Revs. S. Reid, R. Bardsley, and R. Barron.
SONG.....	"Nancy Lee".....	Mr. G. H. Wright.
SONG.....	"Flowers of the Alps".....	Miss Villeneuve.
RECITATION.....	"The Soldier's Pardon".....	Mr. J. W. Hector.

SONG	"Punchinello"	Rev. S. Reid.
SONG	"Josephine"	Mrs. McGillivray.
SOLO BANJO	"Medley"	Mr. E. L. Pollock.
READING	"The Raven"	Rev. D. S. Phelan.
SONG	"Some Day"	Miss J. Rowley.
SONG	"The Warrior Bold"	Rev. R. W. Bardsley.
SONG	"Last Night"	Mrs. Donaldson.
GLEE	"See Our Oars"	Sardinian Choir.

PICK POCKETS—Miss Thorburn and Miss Tuson.

SECOND PART.

MADRIGAL	"Since First I Saw Your Face"	Sardinian Choir.
SONG	"Vicar of Bray"	Mr. Gulliford.
SONG	"Wont you tell me why, Robin?"	Mrs. Donaldson.
SONG AND CHORUS	"Le Brigadier"	Mr. J. T. Lavery.
RECITATION	"The Lion and the Glove"	Mr. Donaldson.
SONG	"Meet Me Once Again"	Rev. S. Reid.
SONG	"Annie Laurie"	Miss Lindsey.
SONG (COMIQUE)	"Nobody Knows"	Mr. C. Myers.
SOLO BANJO	"Home, Sweet Home"	Mr. E. L. Pollock.
SONG	"Poor Thing, Poor Thing"	Captain Nash, R.A.
SONG	"Wishes and Fishes"	Mrs. Donaldson.
SONG	"If Doughty Deeds"	Rev. R. B. Barron.
GLEE	"O Who Will O'er the Downs"	Sardinian Choir.

Chair to be taken by C. Robinson, Q.C., at 8 p.m. Marine ambulances at 10 o'clock p.m. Lights out at 12.30 a.m.

Mr. Christopher Robinson made an excellent chairman, and advocated the claims of the institution in a neat speech. In explanation of the number in the programme entitled "Pick Pockets" by two young ladies, one belonging to Toronto, he said that from the fact that he had noticed them selling 6d. programmes for 1s., he had no doubt their part would be a success. It might have been called "L'offertoire de l'argent," as it was simply the silver collection.

The Coast of Donegal.

Horn Head and Tory Island are objects of great interest to travellers by the Allan steamers. The former is a huge promontory jutting out into the Atlantic, equipped with all the needful qualities to charm the eye—bold cliffs rising from 500

to 700 feet above the sea, caves which can only be visited by boat, and natural arches in the rocks, are all objects of great interest to the tourist.

Tory Island is about eight miles from the coast, is about three miles long and one wide. At the north-western end is the fine lighthouse, the sight of whose light is so welcome at night after a voyage.

As an instance of the skill of our captains, I may mention that on a former voyage after two days of foggy weather, during which no observation could be taken, when the fog lifted we were within three miles of Tory Island, entirely by "dead reckoning."

The sight of the green fields of the Emerald Isle, first obtained on the coast of Donegal, is very grateful and highly appreciated, especially by those arriving for the first time by this route, and the view continues all round past Lough Swilly and the various headlands till Lough Foyle is entered, and the beauties of the landscape become more visible as Greencastle and Moville are reached. The appearance of comfort in the clean white houses, the flocks of sheep, the green pastures and flourishing crops elicited numerous questions as to where the Irish poverty and misery prevailed.

If daylight continues, the sail past the Giant's Causeway, although it must be seen properly from the land side, is most enjoyable; Rathlin Island and the Mull of Cantyre being also in view, after which the Isle of Man lies almost in the steamer's course, altogether make this route a most delightful ending to an Atlantic voyage.

And now the saloon tables are covered with guide books and railway time tables, all travellers studying the routes they intend to take from Liverpool.

Our arrival on Sunday morning does not hinder these arrangements, as every facility is afforded by the Customs examination, and in every other way, for passengers to pursue their journey.

While steaming up the river, the line of docks extending for six miles, and the forest of masts are objects of general interest

and admiration, while the arrangements for landing passengers and luggage are perfect. There is no bustle, no confusion. If passengers will just quietly wait while their baggage is brought out of hold and staterooms by sailors and stewards, they will find it all safely deposited in the examining room of the Customs Department. Licensed porters, with a brass badge and number, have the exclusive right to handle all the baggage, and no extortion is possible, as their fees are regulated by law.

I once saw a Canadian merchant who took his son over for the first time, teaching him to be economical in the way of porter's fees, and carrying their trunks contrary to the rules, expecting to save a shilling or two, but after examination the head porter demanded his fee all the same, much to the chagrin of the father and son. This system prevents much annoyance and extortion.

Liverpool.

The great landing stage at Liverpool, a magnificent triumph of skill and enterprise, affording accommodation for 20,000 persons, and facilities for landing passengers, and unloading the whole ferry service, the Irish and Scotch, as well as the coasting steamers, is also used for the landing of passengers and baggage from the tenders of the ocean steamers.

This huge structure, with all its ticket offices, waiting and refreshment rooms, and living freight, rising and falling with the tide, and attached to the iron bridges by which access is gained to the street level, is always available, and by one of these bridges you are soon in the large Customs examining room.

Under the nominally Free Trade system of England few questions are asked by the polite officials, the only articles dutiable being cigars, tobacco, or spirits, except reprints of English copyright books, which are very properly confiscated, as an officer said to me once on taking a copy of *Harper's Magazine*, "These Americans live on other people's brains."

Having taken the precaution to keep in view a copy of

"Toronto 'Called Back,'" by which I hoped to be saved the trouble of opening five pieces of baggage, I showed the title page to the Inspector, who asked me if that was my name. On answering in the affirmative and telling him I had no contraband articles, he instructed the officer to pass my baggage without any examination. The latter official inquired if the book was in the libraries of Liverpool, and on being told he could find it in several libraries and clubs, he said he must find it out and read it.

The ordeal of examination being through, passengers by the great railway lines will find agents, known by gilt letters on their hat-bands, representing the different railway companies. These gentlemen never solicit business, but are always ready to answer questions and take charge of baggage for their various lines, so that there is no confusion or delay; and if cabs are ordered, the fare is fixed by law, and the rate per mile painted legibly on each.

And now scenes not witnessed for fifteen years, with some changes, are passed on my way to the Exchange Station. This is altered almost beyond recognition. The great flight of stone steps has given place to a magnificent carriage entrance direct from the street, and this is flanked by a splendid hotel and shops, while inside the station has been extended to double its former size, and your first impression is, what cleanliness, what splendid pavements—stone and asphalt, solid, enduring, perfect.

All the surroundings correspond; waiting-rooms, ticket offices, refreshment-rooms, "left-luggage" department, all indicated by signs, rendering inquiries unnecessary.

My expectations as to attending morning church service were disappointed by the lateness of our arrival; but with the exception of myself and the two Liverpool clergymen, all seemed bound for railway travelling, and soon, each bent on his own pursuit, was off on the wings of steam, most for London.

Being fortunate in having friends at Waterloo, the first train was taken, and I soon found myself perfectly at home in this charming suburb. Every station, especially Bootle, is a

picture. Iron, stone, concrete, flower-beds, beauty, cleanliness, solidity, perfection. No improvement could be suggested.

To the traveller whose stay in England is limited, it is a matter of great importance how to make the most of his time ; and so, with so many events of great interest transpiring, it became necessary for me to decide on my plans for nine weeks. The first important event was the marriage of H. R. H. the Princess Louise of Wales to the Duke of Fife, which gave universal satisfaction to all classes of the people.

On the question of the usual allowance for one of the Royal family, Mr. Gladstone distinguished himself for his large and liberal views, and loyalty to the throne.

His speech was one of his most masterly efforts, in which he showed the comparative insignificance of the sums voted with the wealth and prosperity of a great nation. The most absorbing topics at this time were the tour of the Shah of Persia and the trial of Mrs. Maybrick for poisoning her husband.

Having been in England during the trial of Doctor Palmer, in the celebrated Rugeley poisoning case, over thirty years ago ; and having seen the Tichborne claimant at Westminster during his trial, and the immense crowds waiting around Palace yard, to get a glimpse of him on his way to and from the court ; and subsequently, having been present in the court-house in Manchester when the four Fenians were sentenced to be hung ; I may say that none of these cases created greater public interest than the trial of Mrs. Maybrick. Her ladylike appearance and previous character gained for her immense and widespread sympathy. The newspapers were thrown open to correspondence on the case, and never were opinions expressed more diametrically opposite, not even in the Tichborne case, where families and friends held directly opposite opinions ; and after the sentence of death was passed these conflicting opinions continued as to whether it would be carried out, till on the 23rd day of August her sentence was commuted. It was said the ground on which the reprieve was granted was that, while there was no doubt Mrs. Maybrick had administered poison, it having been proved that Mr. Maybrick used arsenic and other poisons con-

tinually, it could not be said the poison administered by Mrs. Maybrick was the sole cause of his death, and in this way she has escaped the doom of Palmer and the Manchester Fenians, who paid the extreme penalty of the law.

The next great event was the arrival of the Emperor of Germany, and the great naval review at Portsmouth. As I had witnessed one even on a grander scale, which is described in "Toronto 'Called Back,'" and while the temptation to witness this was very great, I decided to deny myself this gratification.

The great rush of visitors to the Paris Exhibition under other circumstances would have induced me to join in, especially to see the Eiffel Tower; but having seen two exhibitions in Paris, which I have also described, I made up my mind to devote my time to the scattering of information about Toronto and the great Dominion, and by so doing try to enjoy as much gratification as the other attractions could afford.

My first efforts were in Liverpool, where I left for further orders 450 copies of my book in care of P. Byrne, Esq., Ontario Emigration Agent, and in placing copies in several clubs and hotels not previously supplied.

It would be a great oversight to leave Liverpool, notwithstanding a former residence there, and in the neighboring town of St. Helen's, not to investigate the great works accomplished and in progress since my last visit.

The Mersey Tunnel.

Taking the opportunity of visiting Birkenhead on the invitation of kind friends, first by the old ferry line, I must also visit it by the wonderful Mersey tunnel. There being no external sign of any approach to this subaqueous railroad, you are directed to enter a large building on Water Street, which is the entrance. On procuring your ticket, you enter what appears to be a large waiting-room, but which is in reality a "lift." This apartment holds about one hundred passengers, and when the gates are shut you find yourself descending to the level of the railway track. Here you find a fully-equipped train, with a splendid road-bed, double-tracked, solid stone

platform, waiting-rooms, and every convenience, with abundance of light and pure air. The system of pumping in air was thoroughly examined by about two hundred of the Association of American Mechanical Engineers, who had visited and inspected this great work a few days previously, and who expressed their delight and astonishment at the magnitude of the work. The passage under the river was made on this occasion with the steamers *City of Rome* and *City of New York* at anchor overhead, and fleets of ferry and other steamers, and a little further up the river lay the *Great Eastern*, in course of demolition by her last purchasers, and yet it was hard to realize the fact. The whole line is as perfect as any can be built, and extends for over a mile from the first station at Birkenhead to its terminus.

During the previous week His Imperial Majesty the Shah of Persia had been visiting Liverpool and Manchester. In the latter city he made a careful inspection of the proposed docks and works of the ship canal. The Shah was surprised to hear that within fifty miles of Manchester there was a population of about seven millions. The docks were sufficiently advanced to enable him to form a pretty correct idea of their formation and construction, and being conveyed by special train and in a beautifully upholstered and decorated saloon carriage, to a point opposite Weaste Church, on the Liverpool and Manchester line, His Majesty had an opportunity of seeing the vast extent of the works included in the Manchester docks.

At the close of the ship canal inspection the Mayor entertained the members of the party, including the Persian Grand Vizier, and other dignitaries in the suite of the Shah, in the magnificent Town Hall, at luncheon.

This magnificent building in Albert Square, the name given when the splendid statue of Prince Albert was placed there, would require a large space for description. An idea of its magnitude may be formed from the fact that the scaffolding, which was all erected before the building was commenced, cost £10,000 sterling. It is said to be the finest Town Hall in the world, and in the square in front a whole army of soldiers could parade.

The cotton mills of Manchester were subjects of special interest to the Shah.

Emigration and Immigration.

Every patriotic colonist will voluntarily become an emigration agent. If not, it shows either dissatisfaction with the country of his adoption, or a selfish, dog-in-the-manger feeling, to deprive others of the benefits he himself enjoys. Having decided to make Toronto my home, my first attempt at promoting emigration was to go back to England within two years of my arrival, and one year after establishing myself in business as the youngest man who had ever ventured into the importing trade. As a result of the visit, I formed a partnership with Mr. James Stevenson, then living in London, and with a cash capital of £1,000 sterling added to my own, was, with the exception of Messrs. Bryce, McMurrich & Co., who had a connection with the Glasgow firm, the largest capital that up to that time had ever been brought by a business firm into Toronto. On my next visit, I paid the passage of a young man in Manchester, who continued in my employment for seven years, married a wife in Toronto, and left a family of sons and daughters, who hold respectable positions in Toronto to-day, and contribute materially to the revenue of the city. Shortly after this, I was requested by a leading wholesale merchant to meet a gentleman in Belfast, and advise him as to removing to Toronto. The result of that interview was the establishment of a business in Toronto which has continued for many years, and which yielded in taxes to the city as much as \$1,000 in one year.

I give these as facts, not in the way of boasting, but to contradict statements as to the undesirability of encouraging immigration except of the farming classes, and to show what may be done by individual effort. Toronto has been built up by men who, with a few exceptions, had nothing but their brains and muscles. I might add to these instances many others, but only give one more. A young man followed my example in coming to Canada, and settled in a neighboring

city, with a wife and two children. The late J. G. Bowes, at that time Mayor of the city, and, like myself, in the wholesale dry goods trade, wanted a young man to join a house about to go into the dry goods trade, but having no knowledge of the business, he asked me whether I knew of a suitable person, stating at the same time that my recommendation would be sufficient. I wrote to the party; he came to Toronto, and although none of the parties had ever seen or heard of each other, the partnership was formed, and from that circumstance has resulted a well-known firm of "brothers," engaged in large business transactions and handling large amounts of capital. The original firm is now one of the largest in the trade, with several branches. And in addition to that, the transaction was intimately connected with the establishment of the largest wholesale business in Ontario, the history of which my limits will not permit of my entering into. Besides all this, numbers of letters of introduction to us were given to young men in England, from time to time, many of whom have been induced to settle here; the last only a few weeks ago having succeeded in finding employment as a clerk with the "John Doty Engine Co.," to whom I had the pleasure of showing the letter which introduced the young man to me. These statements confirm my introductory remarks in the first page of "Toronto 'Called Back,'" where I say: "Since the writer's first trip to Europe from this city, he has influenced a number of families to make it their home, and they, in turn, have influenced others; and should, in the future, any capitalist, manufacturer, or any other desirable citizen of any other city or country, be induced to adopt Canada, and especially Toronto, as his future place of residence, and contribute in any way to its wealth and population, his object will be attained."

Ye men who in meetings and in parks air your theories on political and municipal economy, and pander to the tastes of the ignorant to gain popularity, whose knowledge of the world is bounded by your residence on the one side and the Toronto Bay on the other, let us see your record for forty years! What have you done to build up our great city, and what are

you doing now? There is not a man amongst you who, if he migrated to-morrow, could not be replaced by a score of a more useful class to the community. If you cannot show a good record you had better cease your opposition, and devote your energies to promote a healthy emigration, or give way to the enterprising, the unselfish, the loyal and the patriotic, who have made this "wilderness" of Toronto "blossom as the rose." These have been the progressive, the truly liberal who, while a few croakers and grumblers have, Diogenes-like, sat in their little tubs—and some such have always, I regret to say, found their way into our City Council—have liberally promoted every enterprise, and built up our proud and beautiful city not only without the aid of the croakers, but in spite of their narrow ideas.

Having given three years of my spare time to the praise and, I hope, the benefit of my adopted city, I felt I could not lose the opportunity of my visit to circulate the information gained by forty years' residence in Canada; and while there were great attractions on every hand which, with less expense and much more personal gratification, I might enjoy, I decided to devote all my spare time to the object of enlightening as many as possible, as to the attractions of our city, and its wonderful growth and progress, from personal knowledge. This I found to be the key to the great interest of others on the subject, as it was considered reliable.

Difficulties of Emigration Agents.

Never during the past fifty years has the question of emigration been beset with so many difficulties as it is to-day.

The first great exodus of people from Ireland to America took place in 1847. After the potato famine, the depletion, then commenced, continued till the population of Ireland fell from nine millions to about five millions. While a great many died from starvation, notwithstanding the generous help and sympathies of England and America, yet the loss from that cause would soon have been made up by the natural increase of the population. Of those four millions, comparatively few found their way

to Canada. The graves on Grosse Isle, the quarantine station, testify to the numbers who had died on the voyage, and the writer distinctly remembers the haggard and miserable appearance of those who reached Toronto, and yet those who survived were soon absorbed in the population.

This class, both in the United States and Canada, would be classed as paupers, and numerous restrictions are imposed against their entrance amongst us, while it is an undoubted fact that from that class numbers of wealthy families in the United States have descended. Admitting the objections to any further immigration such as that referred to, not only from Ireland but from the continent of Europe, from which millions of the very scum of society were once freely welcomed to the States, the question arises, from what classes are the millions of acres in this new country to be filled up, and the resources of the country developed.

It may be laid down, as a general rule, that no person who is comfortably off and well-to-do in the Old Country will expatriate himself as a matter of choice, with the exception of some who, looking away ahead and not seeing the prospect of having their family enjoying the same comforts as they now enjoy, will summon resolution to break off the tender and sacred ties of association with home and kindred, and in view of prospective advantages, make sacrifices for the present.

No person can witness the parting scenes at railway stations, where friends separate never more to meet in this world, as the writer has often witnessed, and even during his late visit, and not be struck with the sense of the "wrench" that must be endured by those whose circumstances compel them to emigrate, parting from all that has been sacred from childhood.

"The village church among the trees,
Where once the marriage vows were given,
With merry peal that swelled the breeze,
Pointing with tapering spire to heaven."

These, and a thousand like associations, make the idea of breaking off all these ties a matter of serious and sad contemplation.

Every person who knows anything of the question for forty or fifty years, will admit that the United States has been filled up with millions who were induced to leave home and Fatherland by the most exaggerated statements of the advantages the country offered, and as all was "good fish that came into their net" at that time, it is no wonder the country filled up in a marvellous manner, while Canada still had the character of being a land of ice and snow, of wolves, bears and wild Indians.

Referring to that time, a German writer said: "Several works on the United States have appeared in Germany as guides for emigrants. These books have obviously been written by parties employed by speculators, whether land or ship owners, perhaps by the American Government itself. These works are widely circulated in pamphlet form by agents specially selected for their aptness in making *ad captandum* appeals to the masses of the people and in spreading far and wide the most fabulous versions of Republican institutions and Republican prosperity and wealth. The happiness of each man dwelling under his own fig tree, and governed by laws of his own making, was dwelt on with due emphasis. By employing these deceptive means, the Americans induced large bodies to leave, but now suffer from the bitter consequences of their error in diverting the stream of emigration from its natural and usual course, and directing it solely to their own channel. For Germany itself the loss has been a gain—as it has been an especial boon that so many impure elements have been swept away from her shores, so many dangers removed, that threatened her prosperity in a political, religious and social point of view." The effect of this state of things was, that in 1852 the New York *Tribune* stated that "on an average there were 100,000 souls in that city (about one-fourth of the population) desirous of procuring work who were unable to obtain it." What would be said of the Ontario or Dominion Governments to-day if they, by imprudence and recklessness, caused such a state of things? The danger is now that we may err on the other extreme, and not use every legitimate effort to promote emigration when the circumstances of the

Old Country, especially of Great Britain and Ireland, render the effort a hundred-fold more difficult than before the present time of unexampled prosperity at home. You are now met everywhere with the statement: "The class of people we can spare you will not take, and the classes you want we cannot spare."

Any statements that either the Provincial or Dominion Governments, or the Steamship Companies, are using undue influence to bring undesirable emigrants from Europe are both false and malicious. Mr. Dyke, of Liverpool, the Dominion agent, said not long ago, "It is hard to induce people to go that do not want to go." The first thing to do is to inform the people who think of emigrating as to the prospects the country affords and the advantages offered by her great resources to the industrious workman and the rich capitalist alike, as one will naturally follow the other. As all such persons wishing for information go direct to the public libraries, it is of the greatest importance that these should be furnished with facts and figures in which implicit confidence can be placed, and at the same time remove all ignorance and prejudice that may have previously existed. With this information, the next step will be to the Emigration Agent for details as to locality, preparation for the journey, and all other necessary instructions. In this way alone can the tide be turned towards our own shores, and the capital now being invested in foreign countries find a lodgment in this great Dominion. I do not hesitate to say it would pay *any one* individual, having large interests in Toronto, to distribute suitable literature in Great Britain to the extent of thousands of dollars, while for the city the problem of the smallest amount of taxes on the largest assessment, by so doing, would soon find a solution.

There is a class of persons, who may be regarded as paupers in pocket, and adventurers in spirit, who, on leaving home to "push their fortune," are perfectly indifferent as to what part of America they come to, and probably do not know any distinction between Canada and the United States. This class does not appear to meet with much favor at present.

As you rise higher in the scale of intelligence and approach the class who have means, and think their capital would be better employed in Canada than the United States, you must offer them such reliable information as will enable them to compare and weigh, and study such facts and figures as will convince their judgment and lead them to a wise decision. Such persons will seek out suitable literature, in the shape of books from libraries and Mechanics' Institutes, take them home and at the fire-side consult with their families before deciding on a step so fraught with importance, and involving, as it does, the future well-being of the whole family. These better classes, whether of farmers, skilled artisans, or capitalists, are naturally the most desirable, and, at the same time, the most difficult to obtain, and here my patriotism became enough of an inspiration as to lead me to offer such information as I knew I possessed, and which no one from Toronto was at all likely to give from personal knowledge, so that the announcement of my subject of "Forty years in Toronto, Canada;" its marvellous growth and progress, with the development of its manufacturing industries, illustrated with railway, geological, and other maps, showing the great Dominion from the Atlantic to the Pacific Oceans, with Toronto as the "Half-way House" between England and China, Japan, and Australia, on the line of the Canadian Pacific Railway, the great inter-oceanic highway, connecting the British Empire, seemed to attract attention, and secured extensive reports through the press.

If any person doubts my patriotism, I have only to say I undertook this work at a sacrifice of much time and pleasure, as well as money.

That while I have paid tens of thousands of dollars into the city treasury, I have never received one dollar of favor during forty-two years, and do not expect any profit from the time and labor expended during my leisure hours, for the past four years.

Those who have read my book will find all this already stated.

On the voyage over, I took the opportunity of conversing

with a number of the steerage passengers, to find out their reasons for returning to the Old Country. One old Yorkshireman, who had lived in Winnipeg, told me that he could not endure the cold in winter, and was returning to Australia, where he had lived before.

Another, a pale-faced, consumptive-looking man, said he had lived in Montreal, was a chair-maker by trade, but as chairs were nearly all made by machinery in Canada, could get better wages for hand-made work in England, moreover, he had turned his attention more to "working for the Lord," which he explained by saying he belonged to the Salvation Army. One said he was going home for a wife, but I found the great bulk were going over for the trip, and some were bound for the Paris Exhibition, with the intention of returning to Canada.

Through the kindness of the Ontario and Dominion Governments and the Canadian Pacific Railway Company, I provided myself with maps of the Dominion, geological maps and all trade and navigation returns; statistics relating especially to the trade of Toronto, maps of the city, views of public buildings, etc. With all these helps for illustration, and backed up by the fact of forty years' residence—and above all, that I represented no emigration agency, political party, or government—my introduction through my book secured for me everywhere the most attentive hearing, and led to the numerous interviews with members of the press.

Nor did I intend to press upon these gentlemen any argument in favor of Protection *versus* Free Trade, but simply to give facts as to the wonderful growth and progress of Toronto and Canada, and the development of her manufacturing industries, as my book professes to give.

As was to be expected, this great prosperity was attributed to other causes, such as the settlement of the North-West, and the building of the Canadian Pacific Railway, but through all no enemies were made; nearly all being Free Traders, the most I could do was to beg that Canada be excused by her rich parents if she appeared to act in any unfriendly manner as to her tariff regulations, on the ground that it was not from antagonism to

the Mother Country, but as protection against a hostile neighbor, they had been framed. Notwithstanding this precaution, it was impossible to exclude the tariff question from the discussion of emigration, interwoven as the Free Trade principle is with the whole fibre of Lancashire and Yorkshire interests, and the attempts of the "Fair Trade" party, with Mr. C. H. Hibbert, Mayor of Chorley, as the moving spirit in the Manchester Chamber of Commerce, and with whom I have still a pleasant correspondence, the Free Trade feeling predominates to such an extent that both parties, Conservative and Liberal, are united on the question.

Mr. Philips, editor of the *Manchester Examiner and Times*, whom I reminded of the change in the politics of his paper, said: "Yes, we are Liberal-Unionists now, but as much in favor of Free Trade as ever," and as my correspondence will show our discussion on the subject I need not further refer to it here.

The Secretary of the Chamber of Commerce, Mr. Elijah Helm, said to me: "The plunder and robbery of the feudal barons of England were not to be compared for infamy with the robbery of the people by the United States Government in taking customs revenue of sixty per cent. out of the pockets of the people."

My object was to give such information as might lead to turn the tide of capital from the United States, which to the great bulk of the people "America" means, almost ignoring the existence of Canada as a field for the investment of capital, and to show Toronto as the great centre for investors in which to decide as to their destination amongst our great mineral and agricultural districts where to choose, and that Toronto was the greatest commercial centre in the greatest province of this great Dominion, and whether as tourists, travellers, capitalists or manufacturers seeking investments, or retired military, professional, sporting or business men seeking a future home, Toronto possessed every attraction that could be desired for the present and the brightest prospects for the future.

And with these views, I selected the centre of the most populous, as the most wealthy, district of England, or for that

matter, in the world. The district within a radius of forty miles around Manchester, contains a population of over seven millions; and one newspaper alone, which reported all I had to say, has a circulation in 250 towns and villages.

Travelling from Liverpool by the old familiar route through Wigan, and in sight of my old place of residence, indicated by the black cloud perpetually hovering over St. Helen's, with its great plate glass works, its smelting furnaces, chemical works, and the immense manufactory of Beecham's Pills, I soon found myself at the beautiful residence of friends at Heaton Grove, near Bury, and just nine miles from Manchester, with trains by four different routes every few minutes. I was in the very heart of the manufacturing district of Lancashire, and here I made the centre of my future excursions amongst towns already familiar from previous residence.

Being fully alive to the touchiness of all Lancashire people on the question of Free Trade, and their natural objection to our policy of Protection, I knew I should have to guide my ways with discretion; and if I expressed my opinions freely, I would be literally "bearding the lion in his den." I leave to my readers to judge as to my actions and words. To meet the leading men of every branch of trade, one of the first places to visit is the Manchester Exchange.

Manchester.

The Manchester Royal Exchange is undoubtedly the greatest emporium of commerce in the world, and the hall is the largest ever constructed and used for purely commercial purposes. The capital invested in the building is £300,000 (\$1,500,000). It is a vast and noble building, constructed in the Italian style of architecture. The main entrance is approached by steps to the height of fifteen feet above the street level, thence leading through a magnificent portico containing four hundred and sixty square feet, which is inclosed within twelve massive stone pillars, about sixty feet in height. At the north-east end of the building there is a stately tower one hundred and eighty feet high, and containing a fine clock. Above us the roof is

crowned by three great domes, panelled with stained glass, the central one reaching to the unusual altitude of one hundred and twenty-five feet from the floor level, those on either side to forty-five and sixty feet respectively. Around is an unobstructed area of forty thousand square feet, consisting of a vast nave, flanked on either side with Corinthian columns of Irish red marble and three spacious aisles, or arcades. At the further end of the building, about thirty-five feet above the floor level, there is an ornamental semicircular balcony, into which the Master of the Exchange escorts distinguished visitors, in order that they may witness the extraordinary sight presented at the time of "High 'Change."

Extending down the whole of the left wing, and some fifteen feet above the floor level, there is a commodious reading gallery, framed and enclosed from floor to roof with glass panels, which looks into and commands a view of the hall below; and it is from this gallery that the best observations can be made, and where the babel of noise is so hushed that you might almost suppose you were in a separate building. This reading-room is supplied with newspapers from all parts of the world, and one hundred and six magazines of monthly issue are always on the tables.

Ranging along both sides of the building are a series of "drums," containing latest telegrams, latest commercial, political and general information from all parts of the world, latest quotations in general produce, iron, corn, and copper imports and exports, and reports from all foreign exchanges. There are twenty telephones and a telegraph office, while high above the main entrance doors are to be seen, in large letters, the opening price of "consols," the "bank rate" of the day, and the opening and closing "estimate" of the total sales of cotton at Liverpool during the day. For the purpose of general observation, let us enter the Exchange at about half-past one to two o'clock in the afternoon, along with the hurried and impetuous multitude, who are now rapidly flowing into the building, and by two o'clock we may find ourselves in an assemblage of between six and seven thousand persons, all moving about and transacting

business, without any visible medium beyond the ceaseless hum and roar of human voices. There is not the gesticulation and facial contortion of the Paris Bourse, or the frenzied excitement witnessed in Wall Street, New York, but there is a suppressed intensity and earnestness of purpose visible in every face. Here are buyers from Greece, Turkey, India, and Australia, the transactions being on an enormous scale. Hundreds of thousands of pieces of shirting for Calcutta have been ordered in the morning, the goods sold there, and the order repeated five times by telegraph in one day. Here are the agents for the sale of raw cotton, representing Liverpool or American firms, with the buyers from all the spinning towns in the district, the town of Oldham alone using one-sixth of all the cotton produced in the world, while the town of Blackburn is the largest cotton manufacturing town in the world. These spinners and weavers of cotton are all represented. Next in order are the spinners and manufacturers of linen, silk, jute, worsted, and multitudinous mixed fabrics. These are supplemented by the dyers, printers, finishers, and bleachers. These are again augmented by dealers in coal, iron, timber, copper, steel, and their resultants in the form of machinery, etc. Besides all these, there is quite a small army of agents for life, fire, and marine insurance, stock and financial brokers, dealers in agricultural and other produce, such as indigo, flax, chemicals, drysaltery, etc., *ad infinitum*.

The extent of the business transacted is something enormous, and cannot be estimated in detail. In the article of cloth, the total sales have reached to twelve million yards in one day; and of yarn, which if reduced to single threads, would be long enough to girdle the globe sixteen hundred times successively, or be equal to five thousand times its equatorial or polar diameter, or reach from this planet to the moon one hundred and eighty times in succession, or be equal to nearly twenty thousand times that luminary's linear diameter; or, to continue the comparison, it would be sufficient in length to reach almost half way to the sun, or be equal to over fifty times its diameter.

Taking the sales of raw cotton in Liverpool at the moderate

total of ten thousand bales for the day (all paid for in cash), and adopting the assumption that this quantity is sold in the shape of yarn and cloth on the same day, and averaging these bales at 300 pounds each, we get 3,000,000 pounds of cotton; at the usual production of yarn from this quantity it amounts to 75,600,000,000 yards, which divided by 1,760 gives nearly 43,000,000 miles of yarn.

In this great rendezvous I met gentlemen with whom I wished to converse on Canada, and as an illustration of the views generally entertained as to emigration, just give one instance of the opinion of a large manufacturer from Haslingden.

He said, "We can invest one hundred million in Canada if the benefits can be shown, but we do not want to let our people go. They all have employment and good wages." On my remarking that I knew a large amount of Lancashire trade had been lost by the Protective policy of the United States, he replied, "It does not matter to us, as long as we can find a market for what we produce, and as to Protection, we defy the world. Trade has never been so good in England as it is to-day." He then invited me to visit his mills, and informed me that he had families in his employment whose aggregate wages amounted to £200 a year. The fathers got a guinea a week, and sons and daughters averaged sixteen shillings, which soon ran up to \$1,000 a year, while a comfortable brick house could be got for ten pounds a year. The ordinary rent for small houses, of which there are miles of streets in these manufacturing towns, is only from six to eight pounds a year. He said, "When you have seen my mill on Saturday, if you will come to my Sunday-school on Sunday, you shall find it difficult to tell the teachers from the scholars, who, although working girls, are as well dressed as their teachers." And added, "At our Methodist Chapel some of these foremen operatives will put their sovereign on the collection plate."

Manchester Ship Canal.

Sir George Head, describing a journey from Manchester to Liverpool in 1834, says, "The packet-boat in which we travelled made the journey in fourteen hours, and breakfast and dinner were provided on board at one shilling each meal. At dinner we had a salted sirloin of beef with a profusion of fried onions, radishes and lettuces, together with a good mild cheese. Notwithstanding the delights of the table, the voyage seemed desperately long." Just fifty-six years ago! and the journey now is done by rail, thirty-five miles in about as many minutes, and passengers will grumble if trains are one minute late.

The author, in 1835, describing the works at Runcorn, above Liverpool, says, "The canal basin, the boats on which were drawn by horses, the quays and the St. Helen's railroad, all these objects may be considered, even at the present day, as specimens of splendid workmanship."

The boat was towed at the rate of about five miles an hour by a couple of clumsy cart horses, half the strength of one horse being continually exerted to prevent itself from being dragged into the canal by the other.

The two small boys who rode one on each of these unfortunate horses exhibited an utter insensibility to that lively state of muscle which is the result of a well-tutored mouth.

They whipped and kicked as if sitting across a tree, while the horses tugged and reeled, one pulling one way and the other another. In the meantime the riders, in worsted stockings, with thick country-made shoes, were healthy and active, jumping on and off according to their fancy, without stopping the boats or creating any delay. Sometimes they ran for a quarter of an hour together, and then they mounted in a way of their own, merely placing a foot on the chain trace and a hand on the belly girth. Each boy was about twelve years old, yet these little fellows rode every day the whole distance, one day up the other down, thirty-two miles, hot or cold, wet or dry, winter or summer.

From Runcorn to Manchester, by the Duke of Bridgewater's

canal, took six hours. A more circuitous route, by Leeds and Liverpool Navigation Company, took fourteen hours.

Eastham, where the great ship canal starts, is on the opposite or Cheshire side of the river from Liverpool, and the end of navigation for vessels, a sand-bar across the river preventing further progress.

Eastham has long been famous as a pleasure resort, and is the longest ferry trip. From New Brighton upwards there are several, including Birkenhead. The change from my last visit is indeed marvellous.

The new canal is not intended for passenger traffic, but as a means of taking ocean-going vessels with unbroken cargoes to the very heart of the great manufacturing district of Lancashire, and is an undertaking worthy of the enterprise and wealth of the great capitalists and merchant princes of England.

My first view of the works was at Eastham, just where the canal will join the Mersey, and here the last completing connection will be made, no doubt, with all the eclat and magnificent demonstrations corresponding with the consummation of so stupendous a work, and while there may be some jealousy on the part of Liverpool people, there is too much magnanimity on the part of those great "dock owners" to mar the general enthusiasm.

The first great lock was in course of construction at Eastham, and the scene presented was one calculated to inspire wonder at the skill which designed, and the energy which is at work in the carrying out of the enterprise.

The lock here will enable vessels to enter the canal whether the tide is high or low, when at full the water being level with the canal.

It may be asked, what have Canadians to do with a ship canal from Liverpool to Manchester? Every day's experience shows the intimate connection which is growing stronger between all the parts of the British Empire and the tendency to closer commercial relations, and this great undertaking will form another link in the chain.

As great Britain is destined to be the great market for the

cereal productions of Canada, it cannot fail to interest Canadians. The opening of the Manchester ship canal will materially reduce the cost of transportation from Montreal and Quebec, and it is to be hoped even direct from Toronto without breaking bulk, to the very heart of the manufacturing districts of Lancashire and Yorkshire. A few figures will show the extent of this trade in "breadstuffs."

In July last a party of seventy corn merchants visited the canal, and having inspected the whole plans, signed a statement to the effect that an import of at least one half the quantity of cereals now landed at Liverpool will be carried over the ship canal. The import of cereals into the United Kingdom in 1883 was 7,942,369 tons; assuming that there will be a similar percentage of increment for the ten years ending in 1893, the import will amount to 12,747,497 tons.

The proportion of this calculated to arrive in Liverpool will be 1,898,200 tons, one half of which is expected to be carried by the ship canal to Manchester. Manchester will then be the nearest port to a population of over seven millions of people.

The import of wheat and flour averages about 2 cwts per head, or about 700,000 tons per year for the population of the canal district. If the canal gets all this they will have a cargo of grain every day, and all the land carriage between Liverpool and Manchester entirely saved.

Another advantage will accrue to the manufacturers. In a document signed by 400 cotton-spinning firms, representing 20,000,000 spindles, they say the advantages that would accrue to the cotton trade by the direct import of cotton into Manchester, and the saving on charges, would be so great that they think nearly all the cotton they consume would come by the canal.

The annual importation of cotton to Liverpool exceeds 765,000 tons. Half a million of this is consumed in the Manchester district, besides the saving in carriage to other districts in Yorkshire.

It is said that the saving to the cotton trade by the use of the canal will be £450,000 yearly. Blackburn alone saving £13,000

on her exports. There are £15,000,000 sterling invested in the cotton trade in the town of Oldham, where are 10,000,000 spindles, consuming 170,000 tons of cotton every year.

By use of the canal, a reduction of 6s. 8d. per ton carriage will be effected, or about £55,000 per annum. When is added to all this the reduction in freight on goods shipped to Canada, and land carriage to Liverpool entirely saved, this great work must be regarded as involving very important interests to the Dominion.

In addition to this world-famous ship canal, which is expected to be opened in 1892, Manchester has in hand another great enterprise, which will be completed about the same time.

The corporation is bringing water from the lake district to the city, a distance of about 100 miles.

The foundation stone of the embankment at Thirlmere Lake was laid a few days ago, by Sir John Harwood, Alderman, in the presence of the members of the City Council.

When completed it will be possible, by means of the aqueduct, to supply the city with 50,000,000 gallons of water per day. But for the present only one line of pipes will be laid, which will give 10,000,000 gallons daily. The works will cost for this first instalment of 10,000,000 gallons, \$8,700,000, and for the ultimate full supply \$20,000,000.

The drainage area to be appropriated is 11,000 acres.

The following statistics will doubtless be found interesting:

Total length of canal, 35½ miles ; minimum width of canal at bottom, 120 feet ; average width at water level, 172 feet ; size of largest locks, 600 x 80 ft. ; size of intermediate locks, 350 x 50 ft. ; area of water space for Manchester and Salford docks, 114 acres ; area of quay space, 152 acres ; length of quays, 5½ miles ; number of steam navigators, including 3 German and French, and 58 Rustin and Proctor, 96 ; large floating dredger, 1 ; locomotives, 169 ; steam cranes, 166 ; portable and other engines, 128 ; steam pumps, 187 ; waggons, 5,900 ; pile engines, 40 ; length in miles of temporary railway, 213 ; number of men and boys, 11,489 ; horses, 182.

Visitors to Eastham will be struck with the magnitude of the

locks there, which are now nearing completion. These locks have been built to accommodate the largest steamship afloat.

The *City of Paris* (S.S.), 580 feet in length, the largest vessel now afloat, could go comfortably through.

While inspecting these great works, I took the opportunity of speaking to several of the "navvies." On inquiring as to the wages they received, I was told they get sixpence an hour, and can work ten hours if they please, equal to five shillings, or one dollar and a quarter per day. Some get only fivepence, or one dollar a day. On speaking of wages in Canada, they said, they had known men to come out here and go back again. One man asked me what the price of a passage would be, and on mentioning about five pounds, he said, "But where could I get that much? I can only live and support my family from day to day, and cannot save any money." As with the operative classes, the great advantage these people have in England is in lower rents of houses.

Eastham.

The "Richmond of the Mersey," having suddenly become famous in connection with the great ship canal, deserves some special notice, not only in view of its important future, but as having a history, although little more than a nook among the trees, which is full of interest.

In olden times, Eastham was used as a coaching station, forty coaches a day passing daily through the village. It has many attractions for visitors, amongst which is the Church of St. Mary. This church is built on the site of an older building, of which the only relic is the ancient font, in which the villagers have been baptized for well nigh 900 years.

The church has a beautiful series of five windows, representing patriarchs, judges, priests, kings and prophets. This is some of the finest, modern stained glass in England.

The Stanley Chapel, built in 1500, is entered through a beautiful oak screen, adorned with the arms and quarterings of the Stanleys of Hooton.

Beneath the pavement is the vault containing the remains of many generations of that ancient house.

There are two altar tombs, the one, that of Sir Wm. Stanley, who died in 1612; the other of alabaster, that of his grandfather, Sir Rowland, dying in 1613, at the age of twenty-six.

The reredos in the sanctuary is of alabaster, and on the panels are represented the instruments of our Lord's passion.

Hooton Hall.

Within a short distance of Eastham, is Hooton Hall, standing in an extensive park. The hall contains a magnificent picture gallery and suite of drawing-rooms. The stables attached to the hall were formerly stocked with a stud of thoroughbreds of known excellence, and of great value. Here were born and reared many "Derby" favorites.

Bolton Town Hall.

While the general architecture of Bolton is similar to most other manufacturing towns, the new Town Hall stands out as a splendid specimen of the many such which are to be found in all the large English towns.

Situated in an open square, and in the centre of the town, every one of the four sides seems perfect in grandeur of design and beauty of execution. The style is classic, partly Roman and partly Greek. The whole building is surrounded with magnificent Corinthian columns, which, with the building itself, are of cut stone.

The height of the front is sixty-three feet, the great hall rises out of the centre to the height of eighty-one feet, and the main tower to a total height of two hundred feet.

In the tympanum of the pediment over the main entrance are sculptured figures by the eminent sculptor, Mr. W. Calder Marshall. The central figure represents Bolton with a mural crown and holding a shield, on which is emblazoned the borough arms. The figures to the right and left represent "Manufactures" and "Commerce;" the former holds a distaff, and leans upon a bale of goods, whilst near her are a cylinder and a wheel, symbolical of machinery. A Negro boy bears a basket of cotton, and "Earth," in the angle, pours her gifts from a cornucopia.

On the left of the principal figure is "Commerce" holding the helm, a boy holds a boat by the bow, and in the angle is "Ocean," typical of the wide extent over which the manufactures of the town have spread. The figures are of Portland stone, and upon a scale of eight feet if standing.

The appropriateness of "Ocean" is well known to those who have business connections with this great seat of manufactures.

There is no country in the world where white counterpanes do duty on a sleeping couch in which the productions of the great firm of The Barlow & Jones Co., limited, are not known, this firm employing thousands of people in their special trade, and supplying all ranks from the humble cottage to the kingly palace.

The interior of the Hall is similar to that of Manchester, having a continuous corridor all around it communicating with the business rooms, which are external to the corridor.

The officials all wear (as in every civic building of any pretensions) an elegant uniform, with gold lace, and are uniformly polite and attentive to visitors.

It would require too much space to describe this grand monument dedicated to the wealth and prosperity of this prosperous town. From basement to tower every detail seems perfect for convenience and elaborate in finish.

There are the Police Department, Rate Office, Treasurer's Pay Office, and Waterworks Offices in the basement, the centre portion under the large hall being utilized as a muster and drill hall for the police. The floor of the grand entrance is elaborately paved by Minton, Hollins & Co., the beautiful design containing in circles the Royal Arms, etc. On the first floor are the Mayor's reception and banqueting room, and the Council Chamber, also the Sessions Court and Grand Jury Room. The great hall is one hundred and twelve feet long by fifty-six wide and fifty-six in height, and seats eighteen hundred persons. The decorations of this hall are of a superb description, founded on "Greek type." The panels and pilasters, as well as the ceilings and walls, are of the richest coloring, while the ornamentation in the form of mottoes and allegorical

figures, with the several quarterings of the British Arms, form a *tout ensemble* which is dazzlingly beautiful. The magnificent organ completes the general effect. The decorations of the Council Chamber and the Mayor's banqueting room correspond with the great hall, and are indeed superb. The ceilings are richly decorated, and at intervals, around the walls of the Council Chamber, are emblematic female figures, representing fifteen of the industries of the locality. The clock in the tower is one of the largest in England, and has four dials twelve feet in diameter. The total cost of this splendid structure, including purchase of site, was £150,000 (\$750,000). It was opened by the Prince and Princess of Wales, on June 5th, 1873.

Close by is the Public Library, to which my first visit was paid, and being only a few minutes by rail from my temporary home in Bury, I paid frequent visits to this library and other places. My first interview with Mr. Waite, the librarian, was a most agreeable one, the mention of my name in connection with "Toronto 'Called Back,'" secured me every attention, and I soon found myself in the hands of a reporter from the *Bolton Evening News*, the result of which appeared in that paper as follows:

A CANADIAN IN BOLTON.

EMIGRANTS' PROSPECTS.

Mr. Conyngham Crawford Taylor, of Her Majesty's Customs, Toronto, who is at present staying with relatives at Heaton Grove, near Bury, who are leading people there, has paid several visits to Bolton within the last few days. He is the author of a recent work entitled "Toronto 'Called Back' from 1888 to 1847, and the Queen's Jubilee," in which he records the rapid growth and progress of the city. The book, which has been commended by many eminent men in Canada and this country, is dedicated to the Hon. John Beverley Robinson, Lieutenant-Governor of Ontario. As the views of the future of our Canadian dominions cannot fail to interest the community, in the opinion of one so well qualified to judge as Mr. Taylor, we have pleasure in retailing them to our readers. There is no doubt at all, said he, in reply to our inquiry as to his opinion of the value of the work advocated by the National

Association for Promoting State Colonization, there is ample room in Canada for fifty millions of people. We want all the settlers we can get, especially those who have a little capital. Such people will get grants of land, which will become a splendid heritage for their children. The soil is most prolific, needing only energy, industry and sobriety.

Liquor is not admitted at all into some of the settlements. In Manitoba, amongst the Indians and in the Temperance Colonization Society's district, as well as in the North-West Territories, drink is entirely prohibited, and the settlers are prospering and getting rich. Every alternate block of one hundred and sixty acres is reserved by the Government, so as to give the adjacent settler a chance, if he desires at a future time, of adding that much by purchase to his land. Lots of these men have bought up these adjoining plots. The present population of Canada is nearly five millions, and, as I have said, there is room for ten times that number. The Canadian Pacific Railroad is three thousand miles long, and extends from the Atlantic to the Pacific. The Dominion, as well as all our Provincial governments, are exceedingly careful not to encourage anything like pauper emigration. We do not, like our United States friends, take all the riff-raff we can get hold of. Government has stopped assisting emigrants, and allow emigration to take its natural course. I have seen Mr. Byrne, the Ontario Emigration Agent at Liverpool, and he rather favors taking more active measures for promoting emigration. We hear emigration discouraged, Mr. Taylor? Yes, our visitor replied, there is a class of men who try to stop emigration, saying there is no more room for emigrants of the artizan and laboring classes, especially in the towns and cities. They think more people will lead to increased competition and the bringing down of wages. Sir Charles Tupper, Bart., the Canadian Commissioner in London, advocates the emigration of a respectable class of working men.

Mr. Taylor is a fair trader, but he sees that exclusive dealing won't do in regard to opening out and developing the resources of his adopted country, and in his "Toronto 'Called Back'" says: "Never in the last forty years was there a better prospect for skilled or unskilled labor than presents itself at the present moment, and no better proof of this could be given than in the success of the very men who would now stay the tide of emigration by a kind of dog-in-the-manger policy. During these forty years there never was a time when such statements were not made as might have deterred these

very men or their forefathers from landing on our shores. . . Are our towns and cities to cease growing? Is our population going to decrease? Who will dare to predict such a thing in the face of such unparalleled progress, while the prospects of the future are even more encouraging?" The trades organization, however, says Mr. Taylor, does not attempt to influence anybody against settling on land in the North-West. Poverty in Canada? I have seen more poverty, Mr. Taylor assured us, in the streets of a few English towns in the last few weeks than I observed in Canada in the whole fifteen years since I was here before. Beggars in Canada are arrested. In Toronto we have provision made for every class of need by a charitable organization. There is no such thing as want known in the country. The only paupers are those whom we call tramps. Families in need are visited by committees of ladies and gentlemen. Districts are mapped out, and every house is visited, and cases of need are reported on to the Board of the House of Industry. That is the only poor-house we have. Invalids and cripples are permanently lodged in the House of Industry. There are not more than eighty people of this character on an average out of 180,000 people. Casuals who say they are out of employment are taken in for one night. First of all they are bathed, and for their food and lodging they are expected to split some timber, and in ninety cases out of a hundred they do not come again.

SOBER TORONTO.

We had your Bishop of Rochester at Toronto two years ago. He stated that if you in England had accomplished what we have done, closed the liquor places from seven o'clock on Saturday till six o'clock on Monday morning, he could hardly estimate the good results that would follow. At Bury, on Sunday night, as I walked from the parish church, there were crowds going into the taverns. In the church I could count seven women for one man. Our Toronto men go to church as well as the women. A man seen going into a tavern in Toronto on Sunday, even had he a chance, would be considered a lawless character. We have a sober city.

The sending out of children to Canada, Mr. Taylor says, has been attended with the greatest success. Your street arabs could all be comfortably placed in Canada. I have the testimony of Mr. Owen, Dr. Barnardo's agent, who has been for his third batch this season, that they turn out well. Dr. Stephenson, Miss Rye and Dr. Barnardo are exceedingly careful in

making their selections. Dr. Barnardo has nine agents travelling among the boys' homes, and his testimony is that they can only find five per cent. who are reported as having turned out ill or have run away, and only one and a-half per cent. prove criminals.

CANADIAN LOYALTY.

Mr. Taylor believes the Canadians far more loyal to the Crown than we are in the Old Country. They honor the Queen's Birthday as a great event, but in England he finds the people don't even know when it is. There is no disposition to join the United States. The feeling against annexation is growing every day. Mr. Taylor holds that the Canadians will never consent to let in American goods without tariff. Canadians having their own communication from the Atlantic to the Pacific, were the Americans to adopt retaliatory tariffs, they would only be cutting their own throats. At present a large portion of the goods go through New York.

THE CANADIAN TARIFF.

Well, you ask about Free Trade. We have to protect ourselves against United States competition. You say England has prospered under Free Trade. Yes, but it is through the opening up of new markets.

CHEAP BREAD.

What do you say about cheap bread, Mr. Taylor? Oh, give us a chance of sending you breadstuffs. Give us a differential duty as against the United States. We can send all you want. They shut out your goods. We would be content with as low a tariff as we could possibly live upon. I think you ought to have reciprocal tariffs. If people won't have your goods, I would not have theirs of a similar kind. Mr. Taylor referred us to his book for evidence of the growth of Toronto trades and manufactures, and truly the record is a wonderful one.

In reference to my statement about Dr. Barnardo's children, I knew nothing at the time of what has been stated lately as to inherited diseases.

My visits to Bolton reminded me of having once driven from Bury nine miles to hear the late Rev. Dr. Punshon preach, when before an immense congregation he gave a sermon, "word

for word," which I had heard a few weeks before. On relating the circumstance to the Doctor afterwards in Toronto, he was much amused.

Blackburn.

The town of Blackburn is the largest cotton manufacturing town in the world, as distinguished from Oldham, which consumes one-sixth of all the cotton produced in the world, but is noted for spinning yarn, while Blackburn produces the cloth. The population is 120,000, about three-fourths of which is engaged in the cotton trade.

It is said, the cause of the great business is, that from the situation of the town being chiefly in a valley, the air is favorable for weaving cotton, which is assisted by a damp or moist atmosphere. While this is true of the town itself, the suburbs are on high ground and the residential streets are so far up these hills as to be impassable for carriages, the grade is so steep.

Blackburn has a park, which, for beauty of arrangement and both natural and artificial attractions, cannot be surpassed.

During the cotton famine immense sums of money were expended, for the purpose of giving employment to the people, and since that time it has steadily improved.

Entering by splendid iron gates and passing the gate keeper's beautiful stone residence, you may wander for miles, surrounded by beds of flowers and over the softest and most verdant turf. Ascending by serpentine roadways, you pass terrace after terrace, amidst artificial lakes with swans sailing majestically on the placid surface, streams crossed by rustic bridges, and approaching the highest ground by steps cut out of the solid rock, amidst foliage of the richest, evergreens and flowering shrubs, you stand on a height from which the town is seen lying at your feet, with surrounding villages nestling in the richest pasture land; while towards the west you get a view of the river Ribble at Lytham, the celebrated sea-side resort, close to the English Channel, and away to the great town of Preston.

My first visit in Blackburn was to the library and museum, where I was cordially received by Mr. Geddes, the librarian,

since deceased, who kindly referred to the interest taken in "Toronto 'Called Back,'" and having seen some of the leading men of the town, and having asked Mr. Councillor Gregson, a pronounced Free Trader and advanced Liberal, to act as chairman at a meeting, who having kindly consented, I ventured to address a public audience for the first time in my life. Before doing so an interview took place which is here noticed.

*From the Blackburn Express and Standard (Fair Trade),
August 1st, 1889.*

Our readers who take an interest in fiscal matters will be well repaid for any time expended upon it by a perusal of a short account of an interview with Mr. Taylor, of the Toronto Customs, which we give in another column, in which Mr. Taylor unreservedly expresses his opinion upon vexed fiscal questions. As an outsider he may be reckoned to be posted up in the game, and he unhesitatingly gives the opinion that Great Britain would be a gainer if she put an end to the present system of keeping an open market at home whilst all the markets of the world are closed against her. In any event, however, the Fair Trade policy has been the salvation of the Dominion, and that the working people have benefited by it is illustrated by one luminous fact. In 1878 the number of depositors in the Post Office Savings Banks of the country was 25,535, and the amount of their savings \$2,754,484.03; in 1883 the depositors numbered 61,059, and the deposits totalled up to \$11,976,237.31; while last year the depositors were 101,963, and the deposits reached \$20,689,032.62. These figures certainly speak of vigorous health and a strong bounding pulse.

A COLONIST'S VIEW OF FREE TRADE.

The other day Mr. Conyngham Crawford Taylor, of Her Majesty's Customs, Toronto, who is just now on a visit to England, having arrived in this country by the *Sardinian*, from Montreal, called at the offices of this journal. He is making his stay in Lancashire for a short time, and is at present with relatives at Heaton Grove, near Bury. Mr. Taylor is the author of a work entitled *Toronto "Called Back"* from 1888 to 1847, and the *Queen's Jubilee*, in which is detailed the wonderful growth and progress of Toronto, and especially the development of its manufacturing industries. The work is now

in an enlarged and revised edition, and is having a considerable circulation in this country. In an agreeable interview we gathered the following particulars in regard to Canada and her protective policy, from Mr. Taylor :—

How long have you had a position in the Customs ?

Close upon seven years. I first went to Canada in 1847.

Of course your position in the Toronto Custom house gives you unusual facilities for observing the growth and development of Canada ?

That is so. I have the whole trade at my fingers' ends, and possess in the very nature of things unlimited information on the subject.

Generally, then, you could say what condition the trade of the country is in at the present time ?

Yes, and I can say Canada is exceedingly prosperous, and has been specially so since the National, called the Protective, policy was introduced eight years ago. Toronto alone in that period has doubled its population, springing from 90,000 to 180,000.

In what way do you consider the protective tariff has assisted in the development of Canadian industry ?

Prior to the adoption of the protective policy we were the victims of the United States manufacturers, who flooded the Dominion. This compelled us to protect our own products as our only hope of salvation. It is in the fostering, and the consequent development of home manufactures, that we have benefited by Protection.

You did not find the system of an open market beneficial to the country ?

Quite the contrary. Now, not only is our manufacturing interest protected, but our operatives are protected from foreign labor.

In the United States is there anything like a bounty system upon goods sent into Canada ?

Perhaps not, but there is a good deal of dishonest invoicing of goods coming into Canada from the States, in order to get them in at a low rate of duty, and seizures are consequently made in consequence.

What kind of goods did you find they were sending that militated against your own industries ?

Everything almost, woollen and cotton goods, watches, clocks, agricultural implements, cutlery, furniture and pianos, of which we have six large factories in Toronto, employing hundreds of hands, and turning out about fifty pianos a week.

So far as Toronto itself is concerned, can you call to mind any new trades that have sprung up into being since you adopted the new tactics?

The new trades as a direct result of our protective policy are very numerous indeed. The growth of industries is especially noticeable in regard to blanket mills, carriage works, and premises for the making of agricultural implements. We make our own stationary engines and elevators for hotels and other high buildings.

Do you make hardware and machinery such as is generally used on farms?

Yes, we make all our own agricultural implements.

Have you spinning and weaving mills?

Yes, both, and hosiery manufactories besides.

Had you any of these manufactures previous to 1881?

None to speak of. You know, of course, that in this country there is a very strong division of opinion between Fair Trade and Free Trade?

That is what I want to get at. You have been interested in trade and commerce all your life?

When I went to Toronto I was the youngest importer in the city.

You are quite convinced, so far as Canada is concerned, that the Fair Trade policy has been the salvation of the Dominion?

I am certain of it. That, indeed, is a point on which both parties are agreed. The Opposition would not think of altering the tariff, in any material degree, the feeling is so strong in its favor.

Like all other people holding your opinions, you think that Free not Fair Trade universally applied would be the best thing?

Certainly, all over the world.

You do not think, on the other hand, that a nation adopting a Free Trade policy, when all the neighboring nations were on the other tack, would have anything like a fair chance?

It could not possibly. We think that England cannot maintain her trade, excepting by opening up new markets.

What do you think, as an outsider, would be the best thing England could do commercially for the welfare of its enormously excessive populations?

I certainly think she ought to protect herself, especially against the United States and the Germans.

You are of opinion that the States and Germany simply

make our English markets a sort of happy hunting ground?

Precisely so.

Before you went into the Customs, you acted as agent in the States as well as in Canada?

For an old Manchester house, and my journeys used to extend from New York to St. Louis in the west. I found a ready market until such times as the Americans raised their tariff, which became entirely prohibitory except for goods that they did not manufacture.

The effect of the Morill tariff (with you individually when you were a trader used as a kind of *vade mecum* I suppose), would be to ruin a lot of people in England?

Yes; we were accustomed to say they were taking the bread out of the English mouth every day.

You have no idea of coming back to this country to retire?

None whatever. I have my family in Toronto, and I like Canada very much. Toronto has become a beautiful city.

What are the principal questions agitating you just now?

The only subject in any sense of a burning character is the Jesuit question, which is merely local, and don't amount to anything serious.

What of Imperial Federation?

We are going ahead splendidly in that direction.

Thus for a few minutes the conversation ran on, until finally Mr. Taylor rose, and, with an exchange of courtesies, departed.

From the Northern Daily Telegraph (Free Trade), August 17th, 1889.

"FORTY YEARS IN TORONTO."

Last night, Mr. C. C. Taylor, of her Majesty's Customs, Toronto, author of "Toronto 'Called Back,'" delivered an address in the Exchange Lecture Hall, Blackburn, on "Forty Years in Toronto; its wonderful growth and progress." Councillor Gregson presided. Amongst those present were Messrs. J. Quail and W. H. Burnett, and Mrs. Lewis. Mr. Taylor, after a passing reference to the orderliness and sobriety of Blackburn, went on to refer to a "very able article" which had appeared in the *Northern Daily Telegraph*, which reminded him of a countryman of his, who, meeting an acquaintance, said, "When

I saw you first, I thought it was yourself ; but when you came nearer I thought it was your brother ; but by this and by that, when I see you close, you are neither of you." (Laughter). He had come into personal contact with Daniel O'Connell, Isaac Butt, Smith O'Brien, and later, with William O'Brien, but he never knew he was a Home Ruler until he came to Blackburn. He, however, thought that if the circumstances of the two countries—Ireland and Canada—were precisely alike, and Roman Catholics and Protestants were on good terms with each other, and all were equally loyal to the Imperial Government, a modified form of Home Rule—always guarding against any attempt at separation—might safely be granted to Ireland, her local affairs to be legislated upon by bodies similar to the Provincial Governments of Canada. (Hear, hear.) Mr. Taylor proceeded to describe his journey forty years ago to Toronto, the growth of the population of that town from 20,000 to 200,000, and the development of the city until it attained the title of the "Queen City of the West." Incidentally he referred to the wresting of Canada from the French, remarking that at this moment no class or nationality were more loyal to Great Britain than the French population of the Dominion. In no country in the world was there a better system of national education than in Canada, where splendidly equipped schools were open equally to rich and poor alike without money or price (Applause.) A mass of statistics were quoted to prove that Canada—and particularly Toronto—had progressed at a faster rate than the United States or its chief cities. During a forty years' observation of the tariffs of Great Britain, Canada, and the United States, he had seen Great Britain become the workshop of the world, commanding an export trade with all nations under a free policy. Up to a certain point that had been a wonderful success, but this point was reached when the United States and other countries, in order to build up their own manufactures, imposed a prohibitory tariff excluding English goods, and at the same time took advantage of England's liberality to send their goods to England entirely free. Up to 1878 the Canadian tariff was used for revenue purposes only, but when an *ad valorem* duty of 20 per cent. was imposed for the protection of incipient manufactures, the improvement was soon perceptible in the impulse given to manufactures, and the falling-off of imports from the United States, against which the protective principle was mainly directed. A small disloyal party were endeavoring to bring about a commercial union with the States, which involved the

exclusion of British goods; but Canada would spend her blood and treasure to maintain inviolate the bonds which bound her to the Mother Country. (Applause.) As showing the importance of the Canadian trade to England, he had prepared a statement showing the value of goods taken by Toronto alone from Lancashire and Yorkshire in one year. Of manufactured iron they imported from these counties \$591,879 worth, or \$5 worth per head of the city's population; of cotton goods, \$981,410, or a guinea a head; of carpets, \$345,369, or \$2 per head; of woollens, \$2,188,730, or \$12 per head—altogether \$4,107,388, or £4 10s. for every man, woman, and child in Toronto. The lecturer also referred to the progress of the temperance sentiment in Canada, and the probability that in several of the provinces prohibitory acts would be passed. (Applause.) The Chairman remarked that it was apparent new countries had an advantage over old ones like England, in being able to move more rapidly. But even Canada would get rid of a clog on her progress if she entirely abolished drink in the Dominion. (Hear, hear.) Mr. W. H. Burnett proposed a vote of thanks to the lecturer, and in doing so, remarked that he did not think this country was over-populated, and he was in favor of Free Trade, if other nations could be induced to adopt it. Mr. J. Quail, in seconding it, said that Canada undoubtedly had a future before it, but whether that future would be clouded by what he considered to be the fatal policy to which its statesmen had committed themselves in the matter of tariffs, or not, it was not for him to say. But he would say that, be its fiscal policy what it might, a young country with the millions of untrodden acres and the small population of Canada, must necessarily increase in wealth and prosperity much more rapidly than an old country like Great Britain, where there was a certain amount of congestion in the centres of population. He did not believe England was over-populated, but it was suffering, in the first place, from our vicious land system, and also from the liquor traffic. (Hear, hear.) There were other questions relating to labor and trade which also prevented us from progressing as we ought to do. Still, notwithstanding foreign tariffs and the fact that even Canada had put up a tariff wall against the Mother Country—not a particularly generous thing to do—the States and Canada even now took our woollens and cottons and irons, which he maintained was a tribute to the success of Free Trade. (Hear, hear.) He would like to have asked whether the greater development of Canada than the States, while the latter had the high tariff, did not tell

in favor of a low tariff, and consequently towards Free Trade? (Hear, hear.) Was not the prosperity of Canada, too, largely due to the Federation of the provinces twenty-two years ago, and the opening of the Canadian Pacific Railroad? (Mr. Taylor: Partly.) He denied that the lecturer's statistics proved that the development of Canada was due to the tariff system, and asked if the workers got a fair share of the wealth that was produced or whether only capitalists derived benefit from the fertility of the country? The resolution having been carried, Mr. Taylor replied briefly that the effect of Free Trade would be to flood Canada with Yankee goods and ruin the trade of the Dominion. He declined, however, to say that the protective policy was solely responsible for the prosperity of the country. There was a project on foot for an Imperial Federation of all the Colonies. If England would only give Canada a little advantage in the way of discriminating against foreign countries, they would be happy to meet them. Mr. Quail: What can you want better than free ports? Mr. Taylor: We want you to exclude foreigners who will not reciprocate. (Laughter and applause.) The meeting terminated with a vote of thanks to the Chairman.

*From the Evening Express and Standard (Fair Trade),
August 16th, 1889.*

THE GROWTH OF THE CITY OF TORONTO AND THE DOMINION.

Last evening in the lecture room of the Exchange Hall, Mr. C. C. Taylor, of Her Majesty's Customs, Toronto, Canada, delivered a lecture on "Toronto 'Called Back' from 1888 to 1847." Councillor W. Gregson occupied the chair, and briefly introduced Mr. Taylor to the meeting. The lecturer, after a few preliminary remarks, said that next to Toronto, he had not seen a more orderly place than Blackburn. The absence of drunkenness struck him very forcibly. Speaking on the politics of the home country, and comparing them with those of Canada, he said that he thought a modified form of Home Rule could be safely granted, always guarding against any attempts at separation. Home local affairs should be legislated upon as the Provincial Government and Legislature did in Canada. As he was in an atmosphere saturated with Free Trade principles and ideas, he might find himself impregnated with the same if he remained in Lancashire, and yet he did not see why, in the land where British fair-play is proverbial, there should exist any feeling of opposition for anything "fair," even if it should be "Fair Trade," and he certainly thought it ought at least to

be an open question, as it was with his countrymen. In his frequent visits to England, he found very few persons who had not some interest or connection with Canada either socially, commercially, or personally. He had found that there existed a strong bond of sympathy between England and her most loyal colony. He might mention, before describing the Dominion of Canada and his adopted city, Toronto, that he did not represent any Government party or emigration agency, but was alone responsible for any statement he might make. His object was chiefly to inform those who had not yet taken any interest in the progress and prosperity of Canada, and especially in the premier province of Ontario and the city of Toronto, as a field for manufacturers and capitalists, leaving the question of agriculture to those who were so extensively circulating information as to the wonderful capabilities of the Dominion to supply Great Britain with all the productions necessary for her millions of inhabitants. He would like to correct a very erroneous impression that prevailed amongst many in this country, that the United States mean America, and America the United States. A short time ago a gentleman who visited Toronto, representing the Railway Mission, on his return to England, kindly sent him a copy of the paper called the *Railway Signal*, and also a calendar for 1889, giving railway statistics in which the miles of railway in "America" were given, and also the number of miles in "Canada," as if Canada was not in America at all, and their Yankee friends owned and monopolized the title of Americans. They, as British Americans, owning the largest share of the continent, begged to enter a protest against these assumptions, and hoped their English friends would bear the fact in mind. A simple statement of facts and figures was all he should give, leaving them to judge as to whether the prosperity of Canada and Toronto was attributable to their commercial policy or not. It was no small matter of encouragement that Canada was at present enjoying the presence of a Lancashire nobleman, who in a dignified and popular manner represents Her Majesty the Queen. The Right Hon. Lord Stanley of Preston proved already to be a fit successor to the list of illustrious men, who since 1847, he had seen preside over the country's destiny, from Lord Elgin, followed by Lords Monk, Lisgar, Dufferin, Lorne, and Lansdowne. His first impression of Toronto corresponded with the idea formed from a view given in the London *Illustrated News*. The wonder appeared to be that a small dull place should be dignified with the title of a city. To a person leaving

Dublin and Liverpool, as he did in 1847, it seemed as if all the life and bustle of a business city had died out, and a dull, monotonous backwoods sort of a life had taken its place. The population was then a little over 20,000, a small wholesale business was done, and a little retail trade, chiefly on the credit system. There were no manufactures worth speaking of. The markets were supplied by farmers, who brought all their produce in their own waggons, and in the spring and fall everything was dreadfully flat, the state of the roads preventing travelling. The time of sleighing was the most lively. The town presented no features of attraction, there being an absence of all public buildings of any architectural pretensions. The churches were few and small, and only two could boast of having organs. There was no theatre or music hall, so that amusements were very scarce, and social enjoyments were confined to the home circle. There were no rich people, as none had inherited wealth, which had all to be made by industry and perseverance. A railway had not been thought of. Such was Toronto forty years ago, more isolated than is Regina, in Assiniboia or Calgary, at the foot of the Rocky Mountains to-day, places at that time almost inaccessible and as little known in Toronto as Russian America, beyond the fact that they knew the Hudson's Bay Company had trading posts where they exchanged goods with the Indians for furs. Passing over forty years, if they left England in this year of 1889, on business or pleasure, they might journey for over 3,000 miles across the great Dominion without changing their luxurious car or getting out for a meal, the best hotels affording no greater luxury than they might enjoy *en route*; while from the observation car the glories and beauties of the great country move within their reach. There were no hardships to endure, no difficulties to overcome, and no dangers or annoyances whatever. Comparisons were sometimes made between Montreal and Toronto. While the former can claim a larger population, or more venerable history in point of age, a larger shipping trade on account of its situation, most English visitors give the preference to Toronto as being more like home, being truly British in the true sense of the word. Proceeding westward over one hundred and eighty miles on Lake Ontario, the tourist enters Toronto by its beautiful bay, separated from the lake by an island, which is one of the most frequented pleasure resorts, there being several fine hotels, an English church, and several hundred private villas erected on it. The streets of the city itself are two hundred and thirty-five miles in length, including asphalt, stone, cedar blocks, and

macadam. They are lighted with gas and electric light. Numbers of churches of all denominations have been erected, and groups of fine public buildings. The population in 1888 was estimated at 180,000. The lecture was illustrated by means of maps and numerous other illustrations. At the close, Mr. W. H. Burnett, editor of this journal, proposed a vote of thanks to the lecturer. In regard to the economic questions mooted, he would express no opinion, except that it was undoubtedly true that Free Trade universally carried out would be best for the people. He had no sympathy with those theories of wealth which set little store upon the human creature. A healthy industrious thrifty man in no rightly organized society could possibly be out of place, and he had no sympathy with the terrible anxiety that was manifested to get rid of what we called our "surplus population," as every citizen under a properly constituted economic system should be a wealth producer, and the country therefore that had the most people should be the wealthiest and the most prosperous. The vote of thanks was seconded by Mr. Jesse Quail, editor of the *Daily Telegraph*, who controverted some of the positions taken up by the lecturer, and contrasted the tariffs of Canada and those of the United States. Was it not owing, he asked, to the fact that the Canadian tariff was lower than that of the States that Canada was more prosperous than the Great Republic?—The lecturer briefly replied, and after a vote of thanks to the chairman, the meeting concluded.

Editorial Notices.

Mr. C. C. Taylor, of Her Majesty's Customs, Toronto, and author of a work previously mentioned in these columns, *Toronto "Called Back,"* last night addressed an audience in the Lecture Room of the Exchange Hall, Blackburn, on Canadian questions. Our brief report deals with but one aspect of the lecture. Mr. Taylor, as we have previously intimated in these columns, is an out-spoken Canadian, who has picked up his opinions in the best of all schools, experience, the tutor in which deals with nothing but facts, and makes the most abject tomfoolery of the theories of the mere faddists, who try to make facts square with their cranks, rather than seek to reduce their cranks by the incontrovertible logic of facts. In religious conviction Mr. Taylor is a Methodist, in social matters a Prohibitionist teetotaler, so our readers will learn from this how singularly Canadian politics in the individual character

contrasts with our own. Mr. Taylor's book from end to end is cram-full of the most valuable information, given in a chatty and discursive way which is very pleasing, and his lecture was like his book, dealing with hard facts, but illumining them with quick intelligence and a poetic imagination, which made them glow with light and interest.

The lecturer in the course of his remarks dealt with many economic and other problems of the first interest to publicists—the population problem, the teetotal problem, the Fair Trade problem, and the educational problem. Most interesting to ourselves were his remarks on the question of Fair and Free Trade. Whilst not claiming for Protection based upon Reciprocity all the remarkable progress in Canada during recent years, he nevertheless proved to a demonstration, that it had provided employment for the people and supplied a home market for their own productions—a market formerly inundated by the manufactures of the United States; and Canada had no notion of going back again to Free Trade, after having tasted the sweets of an industry protected against unfair alien competition. Quoth Mr. Taylor, "The immediate result of a reduction in the tariff would be to create a panic all over the country. Manufacturers would withdraw their capital, factories would be closed, thousands and tens of thousands would be thrown out of employment, houses would be vacant, real estate would collapse, the market for agricultural produce would be curtailed, and as the United States have a surplus for exportation, that market would not absorb what at present is required at home. Canada would again be flooded with American manufactures, and the money now expended at home would go to a foreign country, where our people would be compelled to follow it; and Canada would be thrown back in the march of progress, in which she is now making such rapid strides."

That is a pretty formidable impeachment of one-sided Free Trade, not from one who has picked up his knowledge balancing upon a tripod in a back office, and cogitating in an egotistic isolation amongst his books far from the madding crowd, but from one occupied in the very centre of trade, where the trade streams of the far west meet—as meet also the great waters of their mighty rivers—at the receipt of custom in the Dominion Custom House in the growing, pushing, restless, young, aggressive city of Toronto, the Canadian lake capital. It seems very strange that these young communities should be sending over to England missionaries of light and leading, destined in the

long run to teach us that the true commercial gospel is that of self-interest—honestly looking after ourselves—and that high-falutin moral rot is not the kind of thing upon which they run their factories and their workshops. "Do unto others," says Mr. Taylor, "as they do to you"—and that seems to us like practical common sense, though it does not savor of the evangelic counsels. By-and-by England, like Canada and her children at the Cape and in Australia, will begin to consider that her chief duty is to look after her own interests and her own people, and not to provide an open market for all the world, in which the foreigner takes the bread out of the mouths of her own workers.

The Canadians are the most loyal of the colonial subjects of the British Crown, and Mr. Taylor made this abundantly clear in his address. This is a verse from a poem which he quoted in his remarks :—

" Dear Britain ! Great Britain, ever glorious nation !
 Whose strong arm, in peace, nigh engirdles the earth ;
 Canadians turn yet—aye, in proud exultation,
 To the Mother of Nations who gave to them birth.
 Oh, where be the hearts that, in traitorous illusion,
 Would barter for pottage a birthright so fair ?
 On such be the brand of dark shame and confusion,
 And the stew of sedition his crime-haunted lair.
 Heaven ! make his hope but as the ropes of sand,
 And One and Indivisible—this land."

Mr. Councillor Gregson.

Mr. Councillor Gregson, who kindly acted as chairman, is a pronounced Free Trader, and although both Conservatives and Radicals are united on the question of Free Trade, Mr. Gregson is an out-and-out Radical, a Liberal of the Liberals. As one of the most remarkable events in his life transpired while I was residing in Bury, in 1857, I mention it to show the character of the man, for determination and perseverance, as well as zeal for his party.

In that year, Parliament having been prorogued, Mr. Frederick Peel, now Sir Frederick, son of the great Prime Minister (who was born in Bury, and whose birth-place I always passed on my way home, and had a monument to his memory always in sight when there), was sent by the town to support the cause of the Government. The opposition party brought

out as their candidate, Mr. R. N. Phillips, of the great firm of J. & N. Phillips, of Manchester, entirely without his consent, and in opposition to his wishes. Mr. Gregson undertook to conduct the whole canvass and to have Mr. Phillips returned to Parliament, *nolens volens*. Meetings were held, numbering as many as 5,000 people, and were addressed at great length by Mr. Gregson. At some of these great disturbances took place. When the nomination took place Mr. Peel was there, but Mr. Phillips did not appear.

In addressing the crowd, Mr. Peel ridiculed the absence of his opponent, but Mr. Gregson nonplussed him by jumping up and audaciously declaring, "If Mr. Phillips won't have the seat I will." This so tickled the crowd that they would not hear another word from Mr. Peel, and Mrs. Peel waved her handkerchief from an adjacent window in vain.

Mr. Phillips was duly elected in spite of himself, and through the efforts of Mr. Gregson, and at the close of the poll at four o'clock in the afternoon, Mr. Wrigley, paper manufacturer, took his own carriage to fetch him into the borough, which he had so completely avoided during the contest.

Ten thousand people welcomed him with hurrahs; and this was how he first became member for Bury. I remember well the following Sunday, when he attended the Unitarian Chapel, and as he entered, the organ striking up, "See the conquering hero comes."

Blackburn possesses a large skating rink, but as ice is not a necessary factor, it is used all the year round. Being introduced to the manager, through taking a letter from his son, who holds a responsible position in this city, in the most extensive establishment of its kind in the Dominion, I received great attention, and was invited to the rink. Here was a band playing during the evening, and hundreds of young people, numbers of whom had exchanged the clogs and plaid shawls for neat boots and fashionable dresses, were in full swing performing their gyrations on skates, evidently enjoying the recreation to their hearts' content.

Temperance refreshments were provided, no smoking allowed, and the strictest order maintained.

Bury.

Bury Guardian, August 24th, 1889.

A CANADIAN IN BURY.

Last week we gave the account of an interview with Mr. Conyngham Crawford Taylor, of Her Majesty's Customs, Toronto, on the subject of "Emigration and the rapid growth and wealth of Canada." Mr. Taylor, it appears, is during his sojourn in the Mother Country doing what he can to enlighten the people in different districts on the character of Canadian cities, and the more effective way of doing this has been by delivering lectures. A few nights ago he delivered an address at the Exchange Lecture Hall, Blackburn, the subject being "Forty Years in Toronto."

In a conversation which we had with Mr. Taylor the other day, we gathered that a slight mistake had been made with reference to his remarks on the poverty existing in England. What he intended to convey was this: that he was surprised to see hundreds of boys and girls running about the streets without any appearance of having a certain means of livelihood, except that they thrust match-boxes into one's face at every turn. Again, he could not help expressing his surprise at seeing numbers of able-bodied men in the streets of Manchester and Liverpool selling things—men who ought to dig or work at some manual employment. With reference to Free Trade and Protection, he was of opinion that these subjects were, in Canada, out of the range of politics altogether, because both parties were in favor of the present system of tariffs, or, if any change, only a modified system. We cannot conclude without saying a word in eulogy of Mr. Taylor's book "Toronto 'Called Back.'" Not only does the writer deal with a mass of statistics to prove the rapid growth of the Canadian Dominion, but he furnishes in an interesting and lucid manner a contemporary history of the chief events in Great Britain and Ireland and also America, not the least entertaining portions being the account of the O'Connell movement in Ireland, and the Queen's Jubilee.

Wigan.

After Blackburn I decided to visit Wigan, for several reasons. The first, that there are combined the two great industries of cotton and iron, and having, at the request of Mr. Folkard, the librarian of the Public Library, furnished him with all the reports on mines and minerals from the Geological Department at Ottawa, and the Department of Agriculture at Toronto, I wished to add to these my personal knowledge of our resources, illustrated by geological maps with which I was provided. My former acquaintance with the town, by residing at St. Helen's and Bury, was another inducement; knowing also the great industries of St. Helen's in plate glass, chemical and smelting works, I knew that it was quite possible that the attention of some of these manufacturers might in this way be turned to Toronto. On visiting the Public Library, a splendid institution, containing an immense number of most valuable books of reference, I found that, before receiving "Toronto 'Called Back,'" the only information they had about our city was a short article written by Dr. Daniel Wilson, several years ago, in the *British Encyclopædia*. Under these circumstances, I ventured to advertise for a lecture, at which Mr. Alderman Ackerley, Deputy Mayor, kindly consented to preside.

From the Wigan Examiner (Liberal Unionist), August 24th, 1889.

Those who did not attend the lecture on "Toronto 'Called Back,'" by Mr. Conyngham Crawford Taylor, delivered in the Public Hall, Wigan, on Monday evening, by their absence missed a great deal that was both interesting and instructive. A surprising amount of ignorance prevails in this country, even among educated people, as to the capabilities and resources of our own colonies, and it is, therefore, refreshing to have the opportunity of meeting with a gentleman so well qualified as Mr. Taylor is to enlighten us as to the position and prospects of our greatest colony—the Dominion of Canada. Mr. Taylor is connected with the Canadian Customs at Toronto, and speaks from a forty years' knowledge and personal experience of the country. He is at present over here on a holiday visit, and from purely disinterested motives, for he represents neither a

in abundance, and an inexhaustible supply of coal. With all these advantages, it will be impossible to stay the progress of this great and glorious country." Much of the industrial prosperity of the country Mr. Taylor attributes to the protective policy which was inaugurated in 1878, under which the trade and manufactures of the Dominion have flourished as they never did before. Mr. Taylor, however, is no bigoted Protectionist. He does not go the length of saying that the same fiscal policy would produce equally satisfactory results for England; but what he does say is, that as regards Canada, Protection has been the making of the country. Mr. Taylor's book is to be found on the shelves of the Reference Department of the Free Library, and will repay perusal. The stereotyped method of book-making has not been followed in this case. The author has mapped out a path for himself, and displays a good deal of originality in his treatment of the various matters he touches upon. The style is gossipy, and as he handles many subjects that more ambitious authors would think beneath their notice, he presents to our view a picture of the country which, for vividness, could scarcely be surpassed. One thing that strikes the reader in running through its pages is the intense loyalty existing throughout the Dominion towards Her Majesty the Queen and the people of the Old Country, a fact which ought to make us proud that we have so worthy a stock to represent us and to maintain the honor and dignity of the British flag in that part of the world.

LECTURE AT WIGAN.

On Monday night Mr. C. C. Taylor, of Her Majesty's Customs, Toronto, Canada, delivered a lecture in the Public Hall, Wigan, on "Toronto 'Called Back,' from 1888 to 1847." Mr. Alderman Ackerley, Deputy Mayor, presided, and there were present on the platform Councillors Hilton and Percy.

The Chairman, in opening the meeting, said the question of Canada and our colonies was a most important one, and he understood they would hear from a gentleman who had had a large experience of colonial life what that life was like. He understood he was desirous of bringing before them the great advantages they would have in going out to Canada, but he (the chairman) must tell him frankly he thought the present time was not one in which he was likely to get many recruits, because he believed that probably for the next two or three years we, in Lancashire, would have plenty of work to employ those who were willing to work. That could not always con-

tinue, and he could not disguise from himself that in this old country we were getting thick on the ground. If that was the case, it was only wise and prudent to look a little further ahead, and they would do well to consider what would happen in a few years when their children were grown up. He was afraid many of them would have considerable difficulty in placing their sons and daughters in such positions as they would wish them to have in this country, and therefore they must look abroad. In looking abroad, he was quite satisfied they could not look at any place that was likely to offer as good a home to Englishmen as Canada. They could hardly realize the millions of acres in Canada only waiting to be fertilized. They heard a great deal of land hunger, and no doubt land was difficult to get here, but they had only to cross the sea to Canada and they could get a free grant, and be heartily received and welcomed by honest and kind Englishmen, who would only be too proud to help them to make homes for themselves. That was a very fine thing to think of, and when they had families growing up they should bear that in mind. Above all things, let him say that too much importance was placed upon mere book learning. In days gone by book learning was something out of the common, but it was no longer so. Any of them who had a sharp active lad were proud of the education he received, but now there were many sharp active lads of education, and they should not think there was anything wrong or derogatory in a man getting his living by the sweat of his brow. He thought, supposing the two men were equal, more of the man who could get his living by the labor of his hands, and as a skilled artizan, than he did of a man who was brought up to get his living as a clerk. If they had a sharp active lad, encourage him to go abroad and make a home for himself across the sea.

The lecturer, in his preliminary remarks, said the Wigan Free Library was a credit to the town. He was gratified to learn from their gentlemanly and courteous Librarian, that the Reference Library alone contained about 25,000 volumes, which included a large number of very rare and valuable books. The new catalogue was a model of neatness and arrangement and ready reference, and as he had had the pleasure of sending them a variety of reports from their Geological Survey in Ottawa, through the direction of Professor Selwyn and also from the Ontario Government, he might say it would always give him great pleasure to add further contributions which might be useful to readers in this mining and manufac-

turing district. Speaking on the politics of the home country, and comparing them with those of Canada, he thought a modified form of Home Rule could safely be granted, always guarding against any attempts at separation. Home local affairs should be legislated upon as the Provincial Government and Legislature did in Canada. As he was in an atmosphere saturated with Free Trade principles and ideas, he might find himself imperceptibly impregnated with the same if he remained in Lancashire, and yet he did not see why, in the land where British fair-play is proverbial, there should exist any feeling of opposition for anything "fair," even if it should be "Fair Trade," and he certainly thought it ought at least to be an open question, as it was with his countrymen. In his frequent visits to England, he had found very few persons who had not some interest or connection with Canada, either socially, commercially, or personally. He had found that there existed a strong bond of sympathy between England and her most loyal colony. He might mention, before describing the Dominion of Canada and his adopted city, Toronto, that he did not represent any government party, or emigration agency, but was alone responsible for any statement he might make. His object was chiefly to inform those who had not yet taken any interest in the progress and prosperity of Canada, and especially in the premier province of Ontario, and the city of Toronto, as a field for manufacturers and capitalists, leaving the question of agriculture to those who were so extensively circulating information as to the wonderful capabilities of the Dominion to supply Great Britain with all the productions necessary for her millions of inhabitants. He would like to correct a very erroneous impression that prevailed amongst many in this country, that the United States mean America, and America the United States. A short time ago, a gentleman who visited Toronto, representing the Railway Mission, on his return to England kindly sent him a copy of the paper called the *Railway Signal*, and also a calendar for 1889, giving railway statistics, in which the miles of railway in "America" were given, and also the number of miles in "Canada," as if Canada was not in America at all, and their Yankee friends owned and monopolized the title of Americans. They, as British Americans, owning the largest share of the continent, begged to enter a protest against these assumptions, and hoped their English friends would bear the fact in mind. A simple statement of facts and figures was all he should give, leaving them to judge as to whether the prosperity of Canada and Toronto was

attributable to their commercial policy or not. It was no small matter of encouragement that Canada was at present enjoying the presence of a Lancashire nobleman, who in a dignified and popular manner represents Her Majesty the Queen. The Right Hon. Lord Stanley of Preston proved already to be a fit successor to the list of illustrious men whom, since 1847, he had seen preside over the country's destiny, from Lord Elgin, followed by Lords Monk, Lisgar, Dufferin, Lorne, and Lansdowne. His first impression of Toronto corresponded with the idea formed from a view given in the *London Illustrated News*. The wonder appeared to be that a small dull place should be dignified with the title of a city. To a person leaving Dublin and Liverpool, as he did in 1847, it seemed as if all the life and bustle of a business city had died out, and a dull, monotonous backwoods sort of life had taken its place. The population was then a little over 20,000, a small wholesale business was done, and a little retail trade, chiefly on the credit system. There were no manufactures worth speaking of. The markets were supplied by farmers, who brought all their produce in their own waggons, and in the spring and fall everything was dreadfully flat, the state of the roads preventing travelling. The time of sleighing was the most lively. The town presented no features of attraction, there being an absence of all public buildings of any architectural pretensions. The churches were few and small, and only two could boast of having organs. There was no theatre or music hall, so that amusements were very scarce, and social enjoyments were confined to the home circle. There were no rich people, as none had inherited wealth, which had all to be made by industry and perseverance. A railway had not been thought of. Such was Toronto forty years ago, more isolated than is Regina, in Assiniboia or Calgary, at the foot of the Rocky Mountains, to-day, places at that time almost inaccessible and as little known in Toronto as Russian America, beyond the fact that they knew the Hudson's Bay Company had trading ports where they exchanged goods with the Indians for furs. Passing over forty years, if they left England in the year of 1889, on business or pleasure, they might journey for over 3,000 miles across the great Dominion without changing their luxurious car or getting out for a meal, the best hotels affording no greater luxury than they might enjoy *en route*, while from the observation car the glories and beauties of the great country lie within their reach. There were no hardships to endure, no difficulties to overcome, and no dangers or annoyances what-

ever. Comparisons were sometimes made between Montreal and Toronto. While the former can claim a larger population, or more venerable history in point of age, a larger shipping trade on account of its situation, most English visitors give the preference to Toronto, as being more like home, being truly British in the true sense of the word. Proceeding westward over one hundred and eighty miles of Lake Ontario, the tourist enters Toronto by its beautiful bay, separated from the lake by an island, which is one of the most frequented pleasure resorts, there being several fine hotels, an English church, and several hundred private villas erected on it. The streets of the city itself are two hundred and thirty-five miles in length, including asphalt, stone, cedar blocks, and macadam. They are lighted with gas and electric light. Numbers of churches of all denominations have been erected, and groups of fine public buildings. The population in 1888 was estimated at 180,000. The lecture was illustrated by means of maps and numerous other illustrations.

The lecturer concluded with a brilliant description of the future of Toronto from the concluding chapter of "Toronto 'Called Back,'" of which we quote as follows:—"In addition to what has already been said in reference to the population, it is safe to say that many now living will see Toronto with half a million of inhabitants.

"The advantages already described as to her position as a central point for manufacturers, trade, literature and fine arts, her means of access to so many pleasure resorts, her beautiful parks and squares, shaded side-walks, healthful climate, and her educational advantages, cannot fail to attract large numbers of wealthy retired families to reside and capitalists to invest in our city.

"'See Naples, and die!' says an Italian proverb, just as though after that there is nothing else worth living for. It may yet become a proverb to say what is already worth saying, 'See Toronto, and live in it.'"

Mr. Percy, in proposing a vote of thanks to the lecturer, said they were much indebted to him for the valuable information put at their disposal with regard to the wonderful resources of the Dominion of Canada, and the enterprising city of Toronto. There were few subjects of greater interest to the English people than the capabilities of the colonies for providing a livelihood for our surplus population. It was, indeed, true that at the present time there was work of one kind or another for every man and woman in England able and willing to work, but even now the

competition in all trades and professions was so great that thousands of people in this country who might make a position for themselves elsewhere were struggling at home for opportunities which never came. His great anxiety with regard to the future of England was that the population would inevitably very largely increase, and it was almost certain that the means of employment would not increase in anything like a proportionate degree. It would be well if the rising generation would turn their attention to the West, and instead of overcrowding the soil of England and passing a miserable existence, would avail themselves of the facilities and opportunities which colonies like Canada afforded to provide comfortable homes for millions of our surplus population. (Applause.)

Mr. J. Hilton, in seconding, said the lecture they had listened to must be of great interest to the people, not only in Wigan but in any part of England. The connection between Canada and England was now so close that there were few families in this country who had not relatives in Canada.

The motion was heartily passed, and the lecturer, in reply, said that if any of the citizens of that town paid a visit at any future time to the city of Toronto, they would be sure of a hearty welcome. He moved a vote of thanks to the chairman.

Mr. J. M. Ainscough seconded the motion, which was cordially adopted and acknowledged.

Those present then inspected an interesting series of plans and maps illustrative of the subject under discussion.

*From H. F. FOLKARD, Esq, Wigan Public Free Library,
September 7th, 1889.*

DEAR SIR,—I regret I was obliged to miss your very interesting address upon Canada and its industries.

If I had been present I should have been glad to have said a few words on the subject, and incidentally to have mentioned how popular your book on Toronto has become amongst us. The "Encyclopædia Britannica" article (written many years ago by Dr. Daniel Wilson, of Toronto University) was, until we received your book, the only modern reliable information we possessed upon Toronto.

Your book has been consulted by all sorts of people, intending emigrants, chiefly artizans, engineers, and surveyors, and rather curiously by a good many Roman Catholic priests.

We have a large number of Catholic Irish in Wigan, and I surmise that the priests are looking up information for them.

Yours truly,

HENRY F. FOLKARD.

A remarkable feature in the management of the splendid library of Wigan is that a large number of the most popular standard works are kept in the reading-room, and may be used without any restriction or form of tickets. They have not lost a copy for several years.

In the morning, at my hotel, I was aroused at between six and seven o'clock with a noise I had not heard for fifteen years. I soon recognized the peculiar clatter of clogs on the flagged pavements, and on looking out of the window, beheld a perfect stream of operatives hurrying to the various mills in that direction. The girls in their working costume of linen blouses, each with a plaid wool shawl over her head—these are convenient and comfortable and easily removed, no time being lost in getting to their work. The stream continued for nearly half an hour, and numbered many thousands.

Sheffield.

The route from Manchester to Sheffield, through Derbyshire, is very romantic, and amongst the hills is seen the reservoir, formed partly by nature, assisted by art, from which pure water from the hills is carried into Manchester, a distance of about twenty-one miles. Under a mountain pierced by a tunnel, over three miles in length, you are carried into Sheffield.

Surrounded by an amphitheatre of hills in the hollow formed by them is Sheffield, the great workshop, where are manufactured cutlery, steel and plated ware, to supply the whole civilized world. Wherever you go over this broad earth you cannot get away from your associations with this wonderful laboratory. It is said that in Birmingham a rifle or musket is turned out every minute, day and night, from year's end to

year's end. In Sheffield, you have productions which are indispensable for human comfort, convenience and enjoyment, as well as for industrial pursuits. Who has not heard of Mappin & Webb, and Joseph Rodgers & Son, with hundreds of others whose goods have made their names as familiar as household words? From one of these hills you look down upon volumes of lurid smoke and flames from its furnaces, as though you were looking down upon the gigantic centre of some mighty volcano, and yet Sheffield is surrounded by a most glorious moorland country. As in Staffordshire, and all the black country, it is only a step between the blackness of desolation amongst coal pits and furnaces, and the most luxuriant vegetation and acres of flower gardens.

A DISTINGUISHED JOURNALIST.

The Sheffield Daily Telegraph is a paper of great influence and wide circulation, and its proprietor and chief editor, Sir Wm. Leng, is no ordinary man, and being a true friend of Canada, is worthy of special consideration.

During my recent visit to Great Britain, I had the pleasure of meeting and being interviewed by many newspaper men, and no matter whether Conservative or Radical, Free Trade or Fair Trade, as a citizen of Toronto, I invariably met with a most cordial reception.

When parting with one of the most radical Free Trade editors in Lancashire, and on the most friendly terms, he told me before leaving England to be sure and call on Sir Wm. Leng, in Sheffield, saying that although directly opposed to him in politics, I would find him on questions of trade to be everything I could desire; I accordingly made a point of stopping there on my way to London.

The office of the *Evening Telegraph*, cannot boast of any architectural pretensions, such as are found on the corners of Bay and King, or Yonge and Melinda streets, Toronto.

On entering the premises you are met at the front office by a polite young lady, who amongst other duties discharges those of an inquiry office; on presenting my card, she at once communi-

cated with Sir William, when passing a splendidly arranged suite of offices, including the advertising, subscription, and cashier's departments, I was escorted upstairs to the editor's studio.

The reception I met with was characteristic of the gentleman and scholar.

The appearance of Sir William is such as to give the impression of great benevolence coupled with indomitable energy. The face beaming with intelligence, the massive brow, the countenance frank and open, giving the visitor at once a feeling of ease and welcome; while the heavy moustache, with a compact and well-knit frame, combined to give Sir William a military air, and you at the same time perceive in a marked degree the *suaviter in modo*, as well as the idea of the *fortiter in re*.

The studio is one befitting a man of letters, being a spacious apartment, containing a large reference library, and every convenience adapted to the requirements of an editor.

Although devoid of the ornamentation and valuable artistic furnishings in the way of statuary, paintings, etc., of which the Toronto *Evening Telegram* offices can boast, and which are well-known through Great Britain, from the pages of "Toronto 'Called Back,'" yet there is every comfort even to luxury.

My first invitation was to Sir William's private residence, his servant and conveyance being at the door, and behind a splendid stepping horse, and over a smooth English road, we were soon away from the din and smoke of this great "hive of industry" and inside the gates of his elegant mansion, styled Oaklands, where it stands amongst luxuriant evergreens and banks of flowers.

An informal dinner, in company with Lady Leng and their charming daughters, was succeeded by a walk through the grounds, which are a picture of beauty and refined taste.

Then followed an inspection of pictures in the house, to one of which especially Sir William drew my attention. This is a full-length oil portrait of himself in a massive gilt frame. From the bottom of this frame he drew out on a spring roller an address signed by forty-two peers of the realm, thirty-five mem-

bers of Parliament, and about two hundred magistrates, which he informed me had been presented with a purse of six hundred guineas, in consideration of services rendered the country during 1866 and 1867, when through his efforts the riots and bloodshed, caused by the Trades and Labor Union, were effectually suppressed.

Returning to the office, a shorthand reporter is introduced, and I am interviewed, with the result given in the *Telegraph*, which has an immense circulation, especially in Lancashire and Yorkshire. The printing office and composing room were next inspected, and are a model of a light and airy premises, in blue and white, with glass roof, altogether very handsome.

Sir William Leng's brother has been elected as Liberal member for Dundee, formerly represented by Mr. Jenkins, of Montreal, author of "Ginx's Baby," "Lord Bantam," and "The Blot on the Queen's Head." Mr. Jenkins has joined the ranks of the Liberal-Unionist party, but is not in Parliament.

It was through the influence of Sir William Leng that a Royal Commission was appointed to inquire into the causes of the outrages perpetrated against workmen, some of whom were murdered, and from others their tools had been forcibly taken, the perpetrators visiting the houses of non-union workmen for the purpose. These visits were said to be visits from "Mary Anne," a secret term employed to denote their purpose.

The Commission was presided over by Wilson Overend, Esq., Q.C., an eminent barrister residing in London, but a native of Sheffield. The result was that the Secretary of the Saw Grinders' Union, William Broadhead, was arrested, and having turned Queen's evidence, disclosed the whole plans, and the guilty parties, on confession of their crimes, were all pardoned, but Broadhead was so disgraced as to fly to the United States. His crimes, however, having been known before his arrival, he was promptly sent back to England, and finding "no rest for the sole of his foot," died of a broken heart.

The Union exists as strongly as ever, but, as in Canada, only interfered with when intimidation is resorted to.

The above facts will explain his reference to the Trades and

Labor Council, as I presume he is of the non-union party, but on this subject we had no conversation.

The presentation of a beautiful copy of Sir William's book, "The Land of the Midnight Sun," being an account of a "Holiday Cruise in Norwegian Waters," by himself, and his photograph, ended this most enjoyable visit, and with pleasant memories sent me on my way once more to the great metropolis of the world, and to my old familiar hotel on King Street, Cheapside, in view of the historical Guildhall.

The following is from the pen of Sir William Leng, K.C.M.G. :

Forty years ago Toronto, in British America, was a town of twenty thousand inhabitants, with little retail business and still less wholesale trade. There were no grand buildings or rich people, and railways were not even thought of. To-day Toronto has two hundred and thirty five miles of streets, dotted with churches and fine buildings, and illuminated with gas and electric lamps. It has a population of over a hundred and sixty thousand, and it is connected with the great railways on which one may journey for over three thousand miles across country without changing carriage. During the last eight years its population has doubled, and the increase of some of the British American cities, such as Winnipeg and Vancouver, has even been more rapid than this. The growth of the Canadian Provinces will be more rapid as their millions of acres of rich land now untilled attract the surplus population of Great Britain. How wide is the room for a transfer of population may be gathered from the fact that while the Canadian Provinces have thirty times the soil area of the British Isles, they have only one-eighth the population. There is no more judicious advocate of emigration than Mr. Conyngham Crawford Taylor, of Her Majesty's Customs, Toronto, now on a visit to this country. Mr. Taylor is the author of a recent work entitled "Toronto 'Called Back,' from 1888 to 1847," in which book he describes the rapid growth and progress of the city. Mr. Taylor's work is valuable because of the cheering account it gives of the prosperous condition and the brilliant prospects of the Dominion. And the appearance of the book is timely. It is well timed because a certain exclusive association desire in their exclusiveness to straiten the supply of labor in Canada by stopping the emigration of mechanics and skilled artisans from England to the Dominion. These people are would-

be monopolists of the Canadian labor market, and having secured admission to, and a footing in, Canada for themselves, they are so well pleased with the advantages of their position that they desire to slam the door and bolt it in the face of the surplus skilled labor of the Old Country. Mr. Taylor demonstrates that there is ample room in Canada for millions of new comers, and more especially for such as have, in addition to sobriety and skill, a little capital. The author of "Toronto 'Called Back'" has been forty-two years in the country, and has seen thousands of people begin life with nothing but their own energy, industry, self-reliance, and natural ability to depend upon, and rise to positions of substantial comfort and of independence. The cultivation of land and the growth of manufactures, show remarkable examples of social and industrial progress. Mr. Taylor affirms that he has seen more poverty among the waifs, strays, loafers, and casual laborers in a few English towns than he has seen in Canada during the fifteen years which have elapsed since he was last in England—a circumstance partly due to commendable stringency, and a vigilant enforcement of Canadian laws that aim at the repression of mendacity and the discouragement of idling.

Mr. Taylor is a decided Fair Trader, and deems it absolutely indispensable for the growth of the manufacturing industries in Canada that such industries should have a fair measure of protection against the rival and competitive industries of the United States. He is also an ardent Federationist. He knows that the Canadians are a loyal people, who do because of their loyalty, desire a closer union with this country. It is a remarkable circumstance that, notwithstanding Mr. Goldwin Smith's great ability and his persistent advocacy of a commercial union with the United States, not one Canadian in ten thousand is of Mr. Goldwin Smith's opinion. Indeed, so signal is the failure of that able professor to form a party in favor of unrestricted reciprocity with the United States, that no political party in Canada either does or can afford to so much as appear to sympathize with the views so energetically urged by him. The Liberal Government of Ontario and the Conservative Government at Ottawa are working harmoniously to promote the emigration of the better class of working-men from England to Manitoba.

Mr. Taylor's statistics have in one instance been met in this country with the captious objection that a certain emigrant to Canada has come back to this country, and has excused his doing so by telling his friends that his endeavors to find

remunerative employment in Canada had failed. Such an objection is captious, in so far as it treats the solitary exception as the rule. We know young men who have gone out, some to New Zealand, some to Australia, and others to the Cape, and who have returned with the same story. It is only fair to add that all who knew their habits and tendencies before they left England, expected no better of them. Indeed, in not a few instances, they were liberally assisted with money by their friends in this country in order to have them exported for a time and got comfortably out of the way. In new countries, even more so than in old, the man who succeeds is the man of independent spirit, determined will, sturdy self reliance. In British America men with these qualities may carve their way to fortune, or, at any rate, may earn for themselves a comfortable living. It is no use sending our social failures to the sturdy colonies. The invigorating Canadian air will stimulate physical health, but it is no panacea for moral degeneracy. To live is to labor, even in the most favored regions, and every emigrant who leaves his country for his good, whether it be to Canada, Australasia, or South Africa, must distinctly understand that he is going forth to labor. He is leaving a crowded labor market for one with more room. His condition of life will be more healthful, but he cannot escape the curse that compels the children of this world to earn their bread by the sweat of their brow. It may be said that the rich toil not, neither do they spin. This is quite a mistake. The wealthy persons who are engaged in works of benevolence, in public life, or even in managing their own estates, work hard; while the frivolous and profligate find the constant pursuit of pleasure so laborious and exhaustive, that at the close of a "brilliant season" we learn they are glad to hasten to the sea-side, the moors, or the continent, to rest and recruit! Capital and labor are what Canada require. Any emigrant who takes either or both of these with him will succeed in colonial life, and will be made welcome by those among whom he has elected to live.

London.

Here I am at once reminded of Lord Mayors' processions, and of one event which I never forgot—the welcome of 2,000 Belgian volunteers—when all traffic on this street was stopped, and after their entertainment at the Guildhall, they abandoned themselves to fun and frolic, actually dancing on the street

with an occasional policeman for partners, which I actually witnessed, to the intense delight of the people who crowded every window and door and even the housetops.

They were undoubtedly the finest body of volunteers that ever appeared in England, all being of a high class of gentlemen, and the cloth of their uniforms being the finest and most expensive.

No doubt the relationship of King Leopold with our gracious Queen increased the enthusiasm of the people.

Such is one of the many associations that crowded on my memory my first night in London, after an absence of fifteen years, and on the street where every house has a history.

Here in a labyrinth of streets, many with unpretentious names, —as Ironmonger Lane, Old 'Change, Gutter Lane, Love Lane, Staining Lane, Mitre Court, Prudent Passage, Paternoster Row, Ave Maria Lane, and Amen Corner, amongst all of which I had become as familiar as with the lanes of Toronto—is stored away in warehouses merchandise of fabulous value.

In this great centre of business, if lying awake at night, perchance through the cares of business, you will hear each *quart d'heure* the musical chimes of Bow Bells, and in no town in Canada, although having spent Sunday in nearly every one, have I spent as quiet a Sabbath as in the very heart of this great city. There appears to be no one on the streets; omnibuses in Cheapside, close by, are few and far between, and city churches are frequented only by caretakers and a few whose business compels them to live there. The exception to this is the service in St. Paul's "under the dome," where thousands congregate at seven o'clock p.m. The cause of this quietude after the overwhelming rush of six days, and indeed every night, will be understood by the fact of nearly a million of people going out of the city every night, and coming in every business morning.

To a stranger in the city the feeling of loneliness is something oppressive on Sunday, and he feels indeed, as it were, "to tread alone some banquet hall deserted," so great is the change from the previous day, and the temptation to avail one's self of the various means of sight-seeing and Gospel hearing at a distance

is correspondingly great. The hundreds of steamboats on the Thames, with crowds rushing to Kew Gardens, Greenwich, and all the other pleasure resorts, may not entice the sober church-going man; but even to visit Westminster Abbey, or to hear Spurgeon, or to take a walk in Hyde Park or Kensington Gardens, there are few indeed who do not make use of railway, steamboat, or omnibus.

After periodical visits to London of weeks' duration for twenty-five years, the writer has only got, as it were, glimpses of its vastness. With an addition of thirty miles of new streets every year, and one hundred thousand to its population, no person, even an inhabitant, can keep up with its progress. London has a beauty and grandeur all its own; every foot of ground on which you tread has a history away back for centuries. The beauty of its parks, squares and palaces is constantly impressed on the mind of the traveller who has an eye capable of appreciation, and its grandeur is everywhere apparent. The grandeur, for one thing, of stupendous vastness, and absorbing, unpausing work, a huge mass of men and buildings. The streets and avenues are dark with swarming myriads, which almost bewilder the senses. In fact, any description of London must necessarily fall short of the reality, and should not be attempted by any one individual.

A traveller walking twenty miles a day, would require twelve months to see the streets, and then would be like Sir Isaac Newton, when comparing his knowledge to that of a boy picking up pebbles on the sea-shore, while the great ocean of the inner life and history of London "lay undiscovered before him." Supposing that you wished to walk through all the streets and lanes and alleys of London, and were able to arrange your trip so that you never traversed the same one twice, you would have to walk ten miles every day for nine years before your journey would be completed, and yet how many who have gone to Europe for a three months' tour have "done" London in as many days.

A friend of mine in Manchester had represented the house of J. P. Westhead & Co., of Piccadilly, for many years, his

weekly route extending to Sheffield, just forty-one miles. His departure on Monday morning *en route* was the occasion of an affecting scene, his wife always moved to tears, so that his journeys were not long nor his experience of travelling very extensive. He had never been in London, and he thought he would take advantage of an excursion trip to go there, an account of which he related to me himself. He found himself at the end of his journey at Euston Station, and not being encumbered with baggage, jumped on the first omnibus he saw and took his seat beside the driver. Having travelled as he supposed ten or twelve miles eastward, the omnibus stopped, and the driver informed him that they had come to the end of the route. My friend inquired when he would return, and as it was almost immediately, he never descended from his seat, but went straight back again. He told me he thought he must have passed St. Paul's, but did not recollect any other point of interest. He had seen London, and returned quickly to the bosom of his family.

In 1801, Charles Lamb, writing to Wordsworth, said: "I have passed all my days in London, until I have formed as many and as intense local attachments as any of your mountaineers can have done with dead nature. The lighted shops of the Strand and Fleet Street, the innumerable trades, tradesmen and customers, coaches, waggons, play-houses; all the bustle round about Covent Garden, the watchmen, drunken scenes, rattles; life awake, if you awake, at all hours of the night; the impossibility of being dull in Fleet Street, the crowds, the very dirt and mud, the sun shining upon houses and pavements, the print shops, the old book stalls, parsons cheapening books, coffee-houses, steams of soups from kitchens, the pantomimes—London itself a pantomime and a masquerade—all these things work themselves into my mind, and feed me, without a power of satiating me. The wonder of these sights impels me into night-walks about her crowded streets, and I often shed tears in the motley Strand, from fulness of joy at so much life. I consider the clouds above me but as a roof beautifully painted but unable to satisfy the mind, and at last like the pictures of the apart-

ment of a connoisseur, unable to afford him any longer a pleasure. So fading upon me from disuse have been the beauties of Nature, as they have been confinedly called, so ever fresh and green and warm are all the inventions of men and assemblies of men in this great city."

It is safe to say that London has made greater progress in the ninety years since the above was written, than in nine hundred years previously.

The watchman's rattle has given place to the perfect system of patrol, and the telephone. The regulation of street traffic to-day is so complete that a policeman by lifting his hand can stay the immense tide in any of the great thoroughfares, and the uplifted whips of cabmen and other drivers to be seen back for miles is the response to this simple motion by the representative of law and order.

How little Charles Lamb dreamed of underground railways, encircling the city, of pneumatic tubes for transmission of mails, of ocean cables, of a city of 5,000,000 inhabitants, the Holborn Viaduct, the palatial hotels, of Belgravia, and the magnificent mansions of the West End, and of the railroads centreing in London, with an invested capital of £820,000,000 sterling, or \$4,100,000,000, with yearly receipts of \$350,000,000. Neither had he conceived of the possibility of ocean steam navigation, with a daily mail across the Atlantic; or of penny postage, gas and electric lightning, or asphalt pavements, or street tramways, all of which are so natural in the present day as to create no astonishment.

London covers nearly seven hundred square miles. It has seven thousand miles of streets; its population comprises 1,000,000 foreigners from every quarter of the Globe. It contains more Roman Catholics than Rome, more Jews than all Palestine, more Scotchmen than Aberdeen, more Irish than Belfast, and more Welshmen than Cardiff. Ten thousand new houses are built every year.

The pavements of London are valued at £100,000,000, or \$500,000,000.

There are in London more churches and chapels than in the

whole of Italy. It has 618 railway stations. Nearly 1,600 passenger trains pass Clapham Junction every day, or one every minute in the 24 hours.

The underground railways run more than 1,200 trains a day, and carry more than 12,000,000 passengers a year.

The omnibus companies run 1,000 stages, and carry 56,000,000 passengers a year.

About 130 persons are killed, and 2,000 injured every year by vehicles on the streets.

There are in London 14,000 policemen, 14,000 cabmen, and 15,000 connected with the post office.

The cost of lighting London with gas is annually \$3,000,000.

London has over 400 daily and weekly newspapers.

Last year there were 2,314 fires.

London has 67 hospitals, with 6,588 beds, and 56,493 patients are received annually. The number of out-door patients treated during the past two years exceeded 1,000,000.

More people live in London than in the whole of Denmark or Switzerland, more than twice as many as in Saxony or Norway, and nearly as many as in Scotland or the Dominion of Canada.

If the wealth of London were equally distributed, the interest would be sufficient to support the whole population, without any employment, and further accumulations by industrial pursuits would go to increase the original capital.

In the year 43 A.D., Tacitus mentions that it was then "the great mart of trade and commerce, and the chief residence of merchants."

Howe says that "the walls of London were built by Helena, mother of Constantine the Great, about the year of Christ 306." They were more than two miles in circumference, defended by towers, and marked at the principal points by the great gates, Aldgate, Bishopsgate, Cripplegate, Aldersgate, and Ludgate.

Quantities of Roman antiquities, tessellated pavements, urns, vases, and coins, have been found within this circuit.

The entrance to the city from the west has, from time im-

memorial, been through Temple Bar, but removed since my last visit.

Here on state occasions, when the Queen entered the city, the keys were presented by the Lord Mayor, to whom they were returned at the conclusion of the formalities.

Northumberland Avenue.

Amongst the great improvements in the West End of London in late years the opening up of Northumberland Avenue, from Trafalgar Square to the Thames Embankment, is one of the most conspicuous. For its length, no street in the world contains so many splendid hotels.

The "Grand," the "Victoria," the "Metropole," and the "Savoy" are all on a grand scale ; and the style and finish, especially of the two latter, are entirely new and beautifully elegant.

The introduction of mosaics and marqueterie in floors and walls gives a richness of effect, combined with the general decorations and furnishings, altogether different from those of older hotels, either English, French, or American.

The "Savoy," styled the "Hotel de Luxe" of the world, has certainly many claims to that designation. The situation nearest the river, and looking into the gardens of the Thames Embankment, makes it a veritable paradise, while the white marble and gilding of the exterior give it a most palatial appearance.

All these hotels are furnished with copies of "Toronto 'Called Back,'" and placed in the printed catalogues of their libraries.

On presenting a copy to Mr. Hardwicke, the manager of the "Savoy," he was much interested, informing me that he knew Toronto, having lived years ago in the house of McMaster & Company.

The Colonial Institute, in which are discussed by leading statesmen from every portion of the British Empire all questions affecting the interest of the colonies, has its offices in this street.

Having presented the Librarian, Mr. Boose, with a copy of "Toronto 'Called Back,'" I received an official acknowledgment with thanks, also a letter informing me that my name had been placed on the books as a visiting member of the Institute.

Westminster Abbey.

"That antique pile behold !
Where royal heads received the sacred gold,
It gives them crowns and does their ashes keep ;
There made like gods, like mortals there they sleep,
Making the circle of their reign complete,
These suns of empire, where they rise they set."

Although having paid frequent visits to Westminster Abbey, I never had the privilege of any descriptive lecture on the tombs of the kings till this time. Taking advantage of the opportunity by paying a small fee, well worth the price, as the crowd is thereby prevented from jostling, and you can listen and hear without interruption, the verger took us through the various apartments sacred to the memory of the illustrious and royal sleepers, and with great beauty and felicity of language described the burial, the monuments and inscriptions of nineteen kings and queens whose names, in every variety of brass and marble, are here immortalized, giving a lesson in the history of England which can in no other way be so eloquently taught.

While I do not pretend to give a verbatim report of the lecture, the substance will be found in what I write, assisted from various other sources. History says that "Sebert, nephew of King Ethelbert, in the fifth century built on a muddy, marshy place, near London, where there had been a temple to Apollo, a church dedicated to St. Peter, which is now Westminster Abbey; and in London itself, on the foundation of a temple to Diana, he built another little church, which has risen up, since that old time, to be St. Paul's."

The first event in the Abbey of which there is any certain record, after the burial of Edward the Confessor, was the coronation of William the Conqueror, which was followed by kings

and queens down to the last, that of Her Majesty Queen Victoria (whom God preserve), and which, with the coronation chair, has been described in "Toronto 'Called Back.'" The old coronation chair and "stone" are still objects of the greatest curiosity to visitors from all parts of the world. It is said that this famous stone which is placed beneath the coronation chair is really Jacob's pillow, transported to Egypt, thence to Sicily or Spain, from Spain to Ireland; was thrown on the sea-shore as an anchor, or (as the legend varies on this point), an anchor pulled up the stone from the bottom of the sea. On the sacred hill of Tara it became "Lia Fail," the "Stone of Destiny." On it the kings of Ireland were placed. Fergus, the founder of the Scottish monarchy, bore the sacred stone from Ireland to Scotland, encased in a chair of wood. In it, or upon it, the kings of Scotland were placed by the earls of Fife. On this precious relic Edward fixed his hold; on it he himself was crowned king of the Scots.

Then began a war for possession of this relic between Scotland and England, but the people of London would not allow it to depart from themselves. In the Abbey, in spite of treaties and negotiations during thirty years, it remained and still remains. The affection which now clings to it had already sprung up, and forbade all thought of removing it. In the coronation chair and on this stone, every English sovereign, from Edward I. to Queen Victoria, has been inaugurated.

Shakespeare says of it:

"Methinks I sate on seat of majesty,
In the Cathedral Church of Westminster,
And in that chair where kings and queens are crowned."

Dean Stanley says of it: "The very disfigurements of the chair, scratched over from top to bottom with the names of inquisitive visitors, prove not only the reckless irreverence of the intruders, but also the universal attraction of the relic. It is the one primeval monument which binds together the whole empire. The iron ring, the battered surface, the crack which has all but rent its solid mass asunder, bear witness to its long

migrations. It is thus embedded in the heart of English monarchy, an element of poetic, patriarchal, heathen times, which, like Araunah's threshing-floor, in the midst of the Temple of Solomon, carries back our thoughts to races and customs now almost extinct; a link which unites the throne of England to the traditions of Tara and Iona, and connects the charms of our complex civilization with the forces of our mother-earth—the stocks and stones of savage nature."

Of the union of religious feeling with foreign and artistic tendencies, the whole Abbey, as rebuilt by Henry III., is a monument.

He determined that his new church was to be incomparable for beauty, even in that great age of art. Its Chapter House, its ornaments down to the lecterns were to be superlative of their kind. On it foreign artists were invited to spend their utmost skill. The mosaics were from Rome. The pavement thus formed and the twisted columns which stand around the shrine exactly resemble those in the Basilica of Rome. Mosaics and enamel were combined throughout.

Only three royal marriages have taken place in the Abbey, those of Henry III., of Richard II., and of Henry VII.

The Anglo-Saxon kings had for the most part been buried at Winchester, where they lived. The English kings, as soon as they became truly English, were crowned, and lived and died for many generations at Westminster, and if any have been interred elsewhere, it was under the shadow of their grandest royal residence in St. George's Chapel, or in the precincts of Windsor Castle.

The sepulchral character of Westminster Abbey became the frame on which its very structure depended. In its successive adornments and enlargements the minds of its royal patrons sought their permanent expression, because they regarded it as enshrining the supreme act of their lives. Thus the arrangements of Westminster Abbey became those of a vast tomb-house.

The tombs of the kings took their rise from the burial of Henry III., in 1272, by the shrine of the Confessor, although

Sebert and Ethelgeda are said to lie by the entrance to the Chapter House. Beside the Confessor is laid Edith his wife, then followed the "good Queen Maud," Eleanor of Castile; then followed Edward I., Queen Philippa, Edward III., Queen Anne of Bohemia, Richard II., Henry V. (whose magnificent chantry is one of the most elaborate specimens of architecture in the Abbey). No English king's funeral had ever been so grand. It is this scene alone which brings the interior of the Abbey on the stage of Shakespeare :

"Hung be the heavens with black, yield day to night!
King Henry the Fifth, too famous to live long!
England ne'er lost a king of so much worth."

Catherine of Valois, whose remains had been placed in a rude tomb, in the Lady Chapel, in 1437, were 440 years afterwards, by order of Queen Victoria, deposited in the Chantry of Henry V. under the ancient altar slab of the chapel.

Henry VII., who had built the magnificent chapel called by his name, and containing the stalls of the Knights of the Bath, Edward VI., Mary, Elizabeth, Mary Queen of Scots, Anne of Denmark, James I., Mary of Orange, mother of William III.; Charles II., William III., of whom the poet Watts has written for his epitaph :

"Preserve, O venerable pile
Inviolate thy sacred trust,
To thy cold arms the British Isle,
Weeping, commits her richest dust."

Then followed Mary II., followed by Queen Anne, George II. and Queen Caroline.

In the Poet's Corner, so often described, several additions have been made since my last visit, especially the beautiful white marble medallion cenotaph to John and Charles Wesley, and the splendid bust of Longfellow, which, as a graceful tribute to American poetry, was given a conspicuous place. The Wesley monument occupies a place connecting the endless group of poets with the grand piles of monumental structures

and effigies which surround the vast aisle, and comprise the greatest names in the world's history, of statesmen, warriors, musicians and historians, of eight centuries.

Besides the kings and queens interred in the Abbey, are numbers of princes and illustrious nobility.

The close of George the Third's reign witnessed the final separation of royal interment from Westminster Abbey, and by a rebound of feeling, the honor of royal sepulture was restored to the Wolsey Chapel at Windsor, and another mausoleum has arisen within the bounds of the royal domain of Windsor. The renewed splendor of the chapel which contains the last remains of the House of Hanover, well continues the transition to "the father of our kings to be," the coming dynasty of Saxe-Coburg.

One illustrious exile, the Duke of Montpensier, is buried in the Abbey, and close by his tomb is that of Lady Augusta Stanley, buried March 9th, 1876, followed to her grave by the tears of all ranks, from her royal mistress down to her humblest and poorest neighbors, whom she had alike faithfully served; by the representatives of the various churches, and of the science and literature, both of England and America, whom she delighted to gather round her, enshrined in the Abbey which she had so dearly loved and of which, for twelve bright years, she had been the glory and the charm. And beside her, in 1881, her husband, Dean Stanley, Dean of Westminster, was laid to rest.

A white wreath, with an autograph letter of the Queen, is placed on Lady Stanley's grave.

With Elizabeth began the tombs of Poets' Corner; with Cromwell a new impetus was given to the tombs of warriors and statesmen, and with William III. began the tombs of the leaders of Parliament.

The first of the poets buried in the Poets' Corner was Chaucer, in the year 1400, followed by a long line of men whose effusions are as immortal as their names, including Dryden, Shadwell, Pope, Addison, Milton, Shakespeare, Goldsmith, Gay, Prior, Cowley, Thomson, Spenser, Watts, Charles Wesley, Herbert, Campbell, Swift, Ramsey, Young, Cowper, Rogers,

Wordsworth, Coleridge, Shelley, Keats, Thackeray, Dickens, Livingstone, etc.

Here, on the occasion of her marriage, Mrs. Henry M. Stanley stepped aside from the bridal procession and placed on the tablet to Livingstone a wreath of white flowers, in the centre of which was a scarlet letter "L."

In the Abbey every day may be seen artists sketching the statues and sculpture of the monuments, which are subjects of never-ending interest.

The Houses of Parliament.

Immediately opposite Westminster Abbey is New Palace Yard, backed by Westminster Hall and the new Houses of Parliament. They occupy the site of the palace inhabited by the ancient sovereigns of England, from early Anglo-Saxon times till Henry VIII. went to reside at Whitehall. Here they lived in security under the shadow of the great neighboring sanctuary, and one after another saw arise within the walls of their palace, those Houses of Parliament which have now swallowed up the whole.

The palace was frequently enlarged and beautified, especially by William Rufus, who built the hall, by Stephen, who built the chapel, and by Henry VIII., who built the Star Chamber.

The Star Chamber took its name from the gilt stars upon the ceiling. It was the terrible court in which the functions of prosecutor and judge were confounded, and where every punishment, except death, could be inflicted—imprisonment, pillory, branding, whipping, etc.

The new Palace of Westminster, containing the Houses of Parliament, was built 1840 to 1859, from designs by Sir Charles Barry, in the Tudor style of Henry VIII. It is twice the size of the old palace, and one of the largest Gothic buildings in the world.

The exterior is of Yorkshire limestone, and the interior of Caen stone. It has three towers, the central tower over the octagon hall, the clock tower (320 feet high), occupying nearly

the same site as the ancient clock tower of Edward I., where the ancient "Great Tom" of Westminster for 400 years sounded the hours to the judges of England, and the Victoria tower, 75 feet square and 336 feet high, being the gateway by which the Queen approaches the House of Lords. Over the arch of the gate is the statue of the Queen supported by figures of "Justice" and "Mercy."

On the south side of New Palace Yard is Westminster Hall, with its great door and window, between two square towers, and above the high gable of the roof upon which the heads of Oliver Cromwell, Ireton and Bradshaw were set up on the Restoration.

It is related that Cromwell's head being embalmed, remained exposed to the atmosphere for twenty-five years, and then one stormy night it was blown down, and picked up by the sentry, who took it home and secreted it in the chimney corner, and only on his death-bed revealed where he had hidden it.

His family sold the head to a person of the name of Russell, and in the same box in which it now is. It was sold to James Cox, who owned a museum, where he exhibited it, and was then sold for £230 to three men who continued the exhibition, at half-a-crown a head; when the last of these three men died the head came into possession of three nieces.

These young ladies, being nervous about keeping it in the house, asked Mr. Wilkinson, their medical man, to take care of it, and subsequently sold it to him. For the next fifteen or twenty years, Mr. Wilkinson was in the habit of showing it to all the distinguished men of the day.

It is further said that the head of Cromwell still exists in the possession of Mr. H. Wilkinson, Seven Oaks, Kent.

It is rather remarkable with this history existing to find a magnificent statue of the Protector, placed on a solid rock pedestal, in the greatest public thoroughfare in Manchester, just in front of the magnificent Victoria Hotel.

Westminster Hall has been the scene of memorable events for the past six centuries. Here Perkin Warbeck was set a whole day in the stocks. Thomas Lovelace was pilloried and

had one of his ears cut off. Here Alexander Leighton, father of the archbishop, was not only pilloried but publicly whipped. Here Wm. Prynne (1636), for writing the "*Histrio Mastrix*," which was supposed to reflect on Henrietta Maria, was put in the pillory, branded on both cheeks with the letters S L (seditious libeller), and lost one of his ears. And here the Duke of Hamilton, Lord Capel, and the Earl of Holland were beheaded for the cause of Charles I.

Westminster Hall, first built by William Rufus, was almost rebuilt by Richard II., who added the noble roof of cobwebless beams of Irish oak, "on which spiders cannot live." The hall, which is two hundred and seventy feet long, forms a glorious vestibule to the modern Houses of Parliament. In its long existence the hall has witnessed more tragic scenes than any building in England except the Tower of London. Sir William Wallace was condemned to death here in 1305, and Sir John Oldcastle, the Wickliffite, in 1417.

In 1517, three queens—Katharine of Aragon, Margaret of Scotland, and Mary of France—long upon their knees, "here begged pardon of Henry VIII. for four hundred and eighty men and women, and obtained their forgiveness." The Duke of Buckingham was tried here and condemned, in 1522, and on hearing his sentence, pronounced the touching speech which is familiar in the words of Shakespeare. Here Sir Thomas More; Fisher, Bishop of Rochester; the Protector Somerset, Sir Thomas Wyatt, Howard Duke of Norfolk, Philip Earl of Arundel, Earl of Essex, and Earl of Southampton, were all condemned to the block. Here sentence was passed upon the conspirators of the Gunpowder Plot, in 1606, and on the Duke and Duchess of Somerset, for the murder of Sir Thomas Overbury, in 1616.

In the same place Charles himself appeared as a prisoner, in 1649. Then followed some most remarkable trials, including that of Lord Byron, for the murder of Mr. Chaworth, in 1765. The last great trial in the hall was that of Warren Hastings, in 1788. Here I saw the Tichborne claimant when on his trial. The court held here has been transferred to the new Law Courts.

The staircase at the south end is decorated with statues, in marble, of Burke, Grattan, Pitt, Fox, Mansfield, Chatham, Sir Robert Walpole, Lord Somers, Lord Clarendon, Lord Falkland, Hampden and Seldon. The Commons corridor, leading to the lobby of the House of Commons, is adorned with frescoes representing great historical events. On the left of the lobby, a magnificent centre for this grand national and imperial edifice, are the luxurious rooms of the library, where members write their letters and concoct their speeches. Here I had the pleasure of presenting a copy of "Toronto 'Called Back'" to the librarian, Ralph Walpole, Esq., and for which I have an official letter of thanks, by order of the Speaker.

The Peers' corridor, leading to the House of Lords, is lined with magnificent frescoes, representing scenes of intense interest in English history. The House of Lords, overladen with painting and gilding, has a flat roof and stained glass windows filled with portraits of kings and queens. The seats for the peers (235) are arranged longitudinally, the Government side being to the right of the throne and the bishops' nearest the throne. The frescoes about the throne are very fine, and the whole house is gorgeous in carving, scarlet and gold.

Through the kindness of Sir Charles Tupper, I was admitted to both Houses of Parliament. A letter to Admiral Sir Spencer Clifford, yeoman usher of the Black Rod, secured me the most polite attention, Sir Spencer, in full official costume, with cocked hat and sword, conducting me personally into the House of Lords.

Lord Salisbury, who occupied a seat on the woolsack beside the Lord Chancellor, was sent for, while I was in the House, to attend a conference with the Home Secretary, Hon. Mr. Matthews, in the matter of Mrs. Maybrick's fate; and at that conference it was decided to commute her sentence to imprisonment for life instead of capital punishment, to which she had been sentenced.

Having previously attended interesting debates in the House of Commons, my night in the Speakers' Gallery did not excite much interest. The question having been so frequently discussed had become tiresome.

A number of Irish members spoke on the subject of the treatment of political prisoners, also Mr. Shaw Lefevre, who made the speech of the evening, showing to his own satisfaction and that of the Irish members the great distinction made under every form of government between political and criminal offences.

Then followed Messrs. Sexton, Egan, Healy, Harrington and other Irish members, stating their grievances as to prison discipline, the wearing of prison dress, having their hair cut short, and being deprived of materials for engaging in literary pursuits, especially in the case of Mr. William O'Brien; and finally the debate was wound up by Mr. Bradlaugh, showing the monstrous injustice and tyranny exercised towards these gentlemen, some of whom had just got out of prison. Mr. Parnell was present, but did not speak.

The Government benches having become almost bare during these speeches, Mr. Balfour had to bear the whole brunt of the charges. In a quiet way he stated that he knew no distinction between those who broke the law of the land in one way and those who broke it another, and such being the case, all offenders must stand on the same level, and be treated alike.

A gentleman who sat beside me told me he was from Enniscorthy, County Wexford, and had come to London with his sister for a change, that their life at home was almost insupportable with boycotting, and various persecutions which they endured; and, consequently, he said he had no sympathy with men who, by word or act, encouraged and perpetuated such a state of things.

As ladies in the House of Commons may see through the brass screen, but not be seen, my new-found friend had arranged a private signal with his sister, by which they could telegraph across the House, right over the Speaker's chair and the reporters' gallery, as to the time they might mutually desire to retire.

St. Paul's Cathedral.

In Panyer Alley, leading into Newgate Street, built in the wall is a stone, with a relief of a boy sitting in a panyer (a baker's basket), inscribed

“When ye have sooght
The city round,
Yet still this is
The highest ground.”

August the 27th, 1688.

As the height of the building to the top of the cross is four hundred and four feet, and the building being on the highest ground, St. Paul's is by far the most conspicuous building in London. Although a man can stand up within the ball beneath the cross, it has been said of it,

“A golden globe placed high, with artful skill,
Seems to the distant sight a gilded pill.”

The original foundation of St. Paul's almost corresponds with Westminster Abbey. One claims to be built on the site of the Temple of Diana and the other of Apollo, and on account of certain advantages said to be given to one over the other, the proverb of “Robbing Peter to pay Paul” is said to have originated. Old St. Paul's has been burnt five times. It attained its final magnificence when, in the thirteenth century, it was a vista of Gothic arches, seven hundred feet in length, and was crowded with monuments of illustrious men. In the north aisle, behind the tomb of John of Gaunt, Vandyke was buried in 1641.

It was in old St. Paul's that King John, in 1213, acknowledged the supremacy of the Pope.

In 1401, the first English martyr, William Sawtre, was stripped of all his priestly vestments in St. Paul's before being sent to the stake at Smithfield.

In 1527, the Protestant Bible was publicly burnt in St. Paul's by Cardinal Wolsey.

The present building was erected between the years 1675 and 1710, having taken thirty-five years to build.

The first statue erected in St. Paul's was that of John Howard, then followed Dr. Johnson, Sir Joshua Reynolds, Sir William Jones; these were followed by the heroes of Nelson's naval victories, and of Indian warriors and statesmen, and others too numerous to mention, amongst which we see the names of Sir Isaac Brock, Sir Ralph Abercrombie, Sir John Moore, Sir Astley Cooper, Lord Nelson, and magnificent groups of the Marquis of Cornwallis, Earl Howe, Sir Henry Lawrence, Napier, Ponsonby, Duncan, Dundas, Hay, St. Vincent, Picton, and Curran.

The sarcophagus of Nelson was designed and executed for Cardinal Wolsey by the famous Torregiazio, and was intended to contain the body of Henry VIII. in the tomb-house at Windsor. It encloses the coffin made from the mast of the ship *L'Orient*.

A second huge sarcophagus of porphyry, resting on lions, is the tomb of Arthur Wellesley, Duke of Wellington, and was laid in 1852, in the presence of fifteen thousand spectators. Dean Milman, who had been present at Nelson's funeral, read the service. Beyond the tomb of Nelson, in a chamber hung with velvet, where we see emblazoned the many orders presented to him by foreign sovereigns, is the funeral car of Wellington, modelled and constructed in six weeks, at an expense of \$65,000, from the guns taken in his different campaigns.

Tablet to Sir Christopher Wren in St. Paul's Cathedral.

INSCRIPTION.

SUBTUS CONDITOR HUIUS ECCLESIA ET URBIS CONDITOR

CHRISTOPHORUS WREN

QUI VIXIT ANNOS ULTRA NONAGENTA NON SIBI SED BONO PUBLICO LECTOR.

"SI MONUMENTUM REQUIRIS"

CIRCUMSPICE

OBIT, 25 FEBY, ETATIS XCI.

ANNO 1728.

Having had occasion to quote the above epitaph, in "Toronto 'Called Back,'" and as there was a difference of opinion as to the word "requiris," I took the opportunity of copying the inscription in full from the tablet, over the north door.

Of late years immense sums have been expended in beautifying St. Paul's. The chapel has had much additional ornamentation. The celebrated paintings in the dome, representing scenes in the life of St. Paul, have been retouched; a beautiful marble pulpit, in memory of the heroes of the Crimea, has been placed under the dome, and here the leading divines of England, on Sunday evenings, preach to congregations of from 6,000 to 10,000 people.

The yard itself has been much beautified, the removal of the railing from the west front—a portion of which has found its way to Howard Park, Toronto, and surrounds the Howard vault—and the opening of the eastern gates, where a beautiful park with flower-beds has taken the place of dreary solitude, are a great boon to citizens living amongst vast buildings of brick and stone.

Here are flocks of tame pigeons fed by friendly hands of those who step aside to rest amongst the flower-beds, while the tide of traffic unceasingly flows past the south side to Ludgate Hill and Fleet Street.

The Guildhall

Was originally built in the time of Henry IV., 1411, and its history since that time has been the history of the city of London. Here the freedom of the city has been conferred on the greatest men the world has seen, whether as foreign potentates, distinguished men of letters, in arts, sciences and literature, statesmen, foreign ambassadors and philanthropists, travellers and philosophers; while the statues of Pitt and Chatham, Nelson and Beckford, amongst others stand side by side with Gog and Magog, which used to bear a conspicuous part in the pageant of Lord Mayor's day, and which still keep guard "like enormous playthings for the children of giants," while through the vast stained glass windows streams of

colored light fall in prismatic rays upon the pavement of this hall, which is 152 feet long by 50 broad, the scene of the most magnificent banquets, with their services of solid gold, perhaps the world has ever seen. The last being on the occasion of the reception of Henry M. Stanley.

Amongst the rooms adjoining the Guildhall is the Aldermen's Court, a beautiful old chamber richly adorned with carvings and allegorical paintings by Sir James Thornhill.

The Common Council Chamber contains a fine statue of George III., by Chantry. At the east end of the chamber is an enormous picture of the siege of Gibraltar, 1782, with Lord Heathfield on horseback in the foreground, by Copley. Amongst other pictures are Alderman Boydell and Lord Nelson, by Beechy; "The Murder of Rizzio," by Opie; "The Death of Watt Tyler," by Northcote; "Queen Caroline of Brunswick," by Lonsdale; "Queen Victoria," by Hayter; "Princess Charlotte," by Lonsdale.

From the east end of the Guildhall a staircase leads to the library. On the landing at the top are statues of Charles II. and Sir John Cutler. The handsome modern Gothic library contains a very valuable collection of books, which are free to the public, on application, to be returned when used, with the printed slip. There is no circulating department.

Here I had the pleasure of presenting a copy of "Toronto 'Called Back'" to the gentlemanly librarian, who took great pains to point out to me all objects of interest, including full-length portraits of William III. and Mary II., by Vander Vaart, and also in a room on the right, where is a valuable collection of drawings of Old London, and of New London Bridge. He then escorted me through the interesting museum, contained in a vaulted chamber underneath, containing relics of Old London dug up from time to time, chiefly Roman antiquities, in the shape of vases, urns, bottles, coins, inscriptions, etc.

On occasions of great banquets and receptions, the library is utilized as a reception and cloak-room, and at Stanley's reception, was used for dancing. Since my visit the beautiful art gallery has been opened.

Since my return I have received a handsomely engraved acknowledgment from the Library Committee of the Corporation of the City of London, with thanks for the gift of "Toronto 'Called Back.'"

"Lloyds."

The board of underwriters known as "Lloyds," which name originated in the early transactions of the business at Lloyd's Coffee House, corner of Abchurch Lane, occupy the eastern part of the Royal Exchange.

The present Exchange, built on the site of two others—the first opened by Queen Elizabeth, in 1571—was opened by Prince Albert, in 1844. It is a splendid building, enclosing a large cloistered court, with a statue of Queen Victoria in the centre, while in the south-east angle is preserved the statue of Charles II., by Gibbons. The inscription on the pedestal of the figure of "Commerce," in the front of the building, is: "The earth is the Lord's and the fulness thereof."

"Lloyds" is the great rendezvous of ship-owners, and all who seek shipping intelligence, and through the underwriters is effected insurance on all British ships and cargoes afloat in the world. The system is so perfect of "underwriting"—that is, each broker writes the amount of risk he wishes to take under the others, and so by data gained by experience as correct as life insurance—the individual losses are reduced to a minimum, and a failure seldom or never takes place.

Through the kindness of the librarian, to whom I presented a copy of "Toronto 'Called Back,'" I was shown the whole system of registration and records of ships and ship-masters, the indicators of the weather, and the record of latest intelligence by telegraph from every part of the world.

The first book in which the greatest interest is taken every morning is the "report book," containing the latest news of shipwrecks, collisions and all incidents affecting insurance. This book is anxiously read every morning.

The whole arrangements for reading, refreshments and every accommodation for captains and ship-owners are of the most

complete description. Immense books are open, each containing one letter of the alphabet, in which the history of each ship is recorded up to the latest date; and in another similar, ranging from A to Z, is the history of every captain from his appointment till his death. Here I was shown the first marine insurance policy ever issued, dated in 1631.

Lloyd's universal register of British and foreign shipping contains, as far as possible, particulars of every sea-going vessel, including yachts, in the world, of one hundred tons and upwards, and alphabetical list of all ship-owners and particulars of the war vessels belonging to all nations.

This ancient and wonderful institution will well repay a visit, and the name of Toronto or Canada given to the portly and polite janitor, who is always in attendance, clothed in scarlet and gold from head to foot, will, by announcing the name, secure the best attention of all other officials.

Dock Laborers' Strike.

To one who has seen able-bodied men singing through the back streets of London, "We have no work, we have no bread," it must be regarded as a sign of improvement in the condition of working-men, that they can afford to strike without fear of starvation, and so last September John Burns, the "dockers' leader," could be seen on Tower Hill, addressing great masses of dock laborers, and encouraging them in their efforts to get better wages. This man by his pluck, fortitude and moral courage undertook to lead, victual and control an army of one hundred thousand men. A herculean task, by a herculean man, with great breadth of shoulder, strength of arm and muscle, bold and deep set, yet frank open face, and magnificent voice, he gives you at once the sense of leadership. Burns' oratory is rough, colloquial, but also plain and clear, and with touches of pathos and eloquence, and keen, dry, homely humor, he is an ideal speaker to working-men. Mr. Burns is a life-long teetotaler and non-smoker, and passionately attached to his pretty dark-eyed young wife, who shares all his work and troubles.

Notwithstanding the great sympathy evoked on behalf of the

dockmen and the attainment of their demands, it is a question whether the advantage gained will compensate for the immense loss of time and money expended, besides the great inconvenience to the whole shipping trade of London.

The Army and Navy Co-operative Stores.

I had the pleasure of going through these stores on Victoria Street, Westminster. The report of this enormous establishment for last year shows the sales to have amounted to £2,651,059 3s. 4d., or about thirteen millions of dollars. The gross profits were £285,825 17s. 6d., or nearly one and a half millions of dollars, and the net profits nearly half a million dollars, or £98,607 10s.

The departments comprise groceries, provisions, French and Italian goods, fancy fruits, toys, tobacco, cigars, fancy pipes, wines, spirits, ironmongery, gas fittings, lamps, turnery, brushes, combs, baskets, cooperage, leathers, sponges, garden implements, stationery, printing, artists' colors, mathematical instruments, books, music, drugs, perfumery (prescriptions dispensed), fancy goods, plate, jewellery, clocks, watches, bronzes, fitted dressing bags, optical instruments, guns, revolvers, ammunition, natural history appliances, bird stuffing, tools, drapery, hosiery, mantles, perambulators, ladies' and children's outfitting, baby linen, dress materials, tailoring, naval and military accoutrements, barrack furniture, horse appointments, waterproofing, hats, musical instruments, china and glass, games, portmanteaus, fishing tackle, pictures, picture framing, tricycles, bicycles, refreshments, etc.

Having seen the various menu cards and tables laid out, I can imagine that the very choicest viands were provided for the delectation and comfort of the crowds of customers, who can thus refresh themselves during the interval of purchasing. Orders are taken for supplying dinners to parties at prices ranging from five shillings to twenty shillings each; while orders for wedding cakes, from ten shillings to ten guineas, may be executed without any delay. This magnificent concern gives employment to over 4,000 people on their own premises.

**Imperial Institute of the United Kingdom, the Colonies
and India.**

H. R. H. The Prince of Wales, K.G., President.

COMMERCIAL INTELLIGENCE DEPARTMENT.

One of the objects of this Department is "the continuous collection of all published matter of an authoritative character respecting the resources, industries and commerce, the conditions and statistics of trade and labor markets, and the general commercial relations of the several British Colonies, of India, and of Foreign States and Colonies, with a view to the formation and maintenance up to the day of a library of references on matters relating to commerce and kindred subjects, to agricultural industries, trades and handicrafts, to emigration and colonization."

The splendid building in which will be exhibited specimens of the productions of India and the Colonies is now approaching completion.

The Institute itself is the outcome of the Indian and Colonial Exhibition, and the conception is entirely due to His Royal Highness the Prince of Wales.

Having presented a copy of "Toronto 'Called Back'" to the Assistant Secretary, in the absence of Sir F. A. Abell, I received the following acknowledgment on his return:

Letter from SIR F. A. ABELL, Imperial Institute of the United Kingdom, the Colonies, and India.

1 ADAM STREET, ADELPHI,

LONDON, August 24th, 1889.

DEAR SIR,—I have duly received the copy of your interesting work, "Toronto 'Called Back,' from 1888 to 1847," which you were so good as to leave at this office for addition to the library of the Imperial Institute, and I have much pleasure in conveying to you and Messrs. McGaw and Winnett the thanks of the Governing Body of the Institute for the same.

I am, Dear Sir,

Faithfully yours,

(Signed) F. A. ABELL, *Secretary.*

The Queen's Visit to Wales—Wrexham.

Leaving London by the Great Northern Railway on Saturday morning, and having run one hundred and seventy miles to Sheffield with only two stops, I arrived in Manchester in good time to take a train for Chester, and from thence to proceed to Wrexham, where the Queen, the Princess Beatrice and Prince Henry of Battenberg were receiving a splendid reception. The streets from end to end were adorned with Venetian masts and flags, and floral festoons. The Mayor of Wrexham, Mr. Evan Morris, had invited to his house, Roseneath, a large party of ladies and gentlemen, amongst whom were the Lords-Lieutenant of Merionethshire, Carnarvonshire and Anglesea; the High Sheriffs, the Marquis of Anglesea; the Bishops of Bangor, Shrewsbury and St. Asaph; Lord and Lady Trevor, Lord Mostyn, Lord Kenyon, several members of Parliament, and mayors of towns in North Wales.

The distinguished party drove to Acton Park, the seat of Sir Robert Cunliffe, Baronet, in whose delightful grounds the Queen was to be met. The Welsh Fusileers, with their white goat with gilt horns, formed a guard of honor, and an escort was furnished by the Denbigh Hussars. The brilliant spectacle was witnessed by immense crowds, and as the royal carriage appeared, with mounted postillions in advance, tremendous cheers rent the air. All the trains were crowded to excess, and it was almost midnight when I reached Corwen, from whence I was to proceed to Llandderfel.

The steeple of Wrexham Church is said to be one of the "seven wonders of Wales," because it is said to rock in windy weather; this steeple is said to be celebrated for "the excellence of its design, its effectiveness and its beauty." It was begun in 1506 and not completed for several years. In the churchyard west of the tower is buried "Eliugh Yale" (son of one of the Pilgrim Fathers), after whom Yale College, in the United States, is called. His tombstone, which was restored in 1874 by the authorities of the College, has an inscription beginning:

" Born in America, in Europe bred, in Africa travelled, in Asia wed,
Where long he lived and thrived, in London dead.
Much good, some ill he did, so hope all's even,
And that his soul through mercy's gone to heaven."

It was at the old vicarage, at Wrexham, that Bishop Heber wrote the famous hymn, "From Greenland's icy mountains."

Corwen.

Arriving at Corwen, by the last train on Saturday night, I found my way to the best hotel, when I received a cordial greeting from the hostess, Mrs. Jones, of the Owen Glyndwr Hotel, and shown to the best bedroom, where the orthodox four-poster and large feather bed, in a clean, and well-furnished bedroom, afforded me five hours' sleep, and the promise of the landlady was strictly kept, that I should have bread and butter and milk for breakfast at 5 o'clock, the hour being too early for anything hot. So having paid my bill before retiring, I was ready for the mail train for Llandderfel, my destination for the Sunday. Travelling by the mail train, I arrived there at 7 a.m.

My stay at Corwen did not admit of my seeing anything of the place, except from the hotel to the railway station. Its antiquity is quite observable, however. Corwen was the great centre for Owain Gwyredd, a prince, who ruled in 1165.

Llandderfel.

The village of Llandderfel is said to have been selected by Her Majesty as the centre of her tours to the different points in Wales, because she thinks of purchasing Palé Hall, where her whole suite remained during her visit. The estate on which stands the Hall was purchased by the late Mr. Robertson, the designer of the viaduct over the Dee. The Hall stands in magnificent grounds gently sloping down to the River Dee, which separates the estate from the village, a solid stone bridge making the connection. The view up and down the river from the bridge is perfectly beautiful.

From Llandderfel, in the troublous times of Charles II, several of "The Friends" started for the New World, and they

are commemorated in the names from the old country which they gave to their new possessions. On one of the lines running from Philadelphia there are stations called by the Welsh names of Berwyn, Bryn Mawr, Wynnewood, etc. Llandderfel has another claim to the interest of the curious, for there lived one of the "fasting girls" who have been common in Wales. Of Gaynor Hughes, the fasting girl of Llandderfel, we are told that "she died at the age of thirty-five, after living for eight years without any other sustenance than a spoonful of water per day, having not the least desire for food of any kind, and not feeling the smallest pain."

There being no hotels in the village, and the "lodging-houses" being fully occupied, I had a good deal of difficulty in finding accommodation. At length I was directed to a Mr. Jones, who kept a general shop or store, and, on inquiry at the private door, was told if I could sit and eat with the family in their living-room through the day, they would accommodate me with a bedroom at night, the principal sitting-room having been engaged by the Chief of Police in attendance on the Queen. I was glad to accept the offer, and soon found myself in one of those cosy, comfortable rooms, half kitchen and half dining-room, of which I had seen many in the manufacturing towns of England—a large range with rocking-chairs on either side, a home-made rug in front, a good old-fashioned eight-day clock on one side, the polished kitchen utensils, a good plain sofa, and table and chairs completed a comfortable-looking picture. Wishing to ascertain all about the Royal movements, after breakfast I found my way to the Episcopal church, where early communion was being celebrated by the Rev. Henry Morgan, the rector. Wishing to ascertain from him whether Her Majesty would attend divine service, I remained in the church, while the members went forward to the communion; amongst those presenting themselves were three ladies dressed exactly as Roman Catholic nuns, their garments being precisely similar, and wearing three large silver crosses suspended from their necks. On seeing me sitting back in the church, the rector kindly invited me to join them, which I accordingly did.

After the service, I inquired as to the peculiar appearance of the ladies, and as to whether they were nuns or Protestants, and was informed they belonged to the Church Sisterhood, and had been sent down from London ; had taken no vows, but had devoted themselves to works of mercy, charity and religion.

I ascertained from Rev. Mr. Morgan that the Queen would not attend service in his church, but would have private service in the Hall.

A personal application to General Sir Henry Ponsonby and Hon. Mr. Raikes, ministers in attendance on Her Majesty, only resulted in the information that no stranger would be admitted, the service being strictly confined to Her Majesty, the Princess Beatrice, Prince Henry of Battenberg, the Princess Alice of Hesse, and the members of the suite. The Bishop of St. Asaph officiated, while the choir from St. Asaph's Cathedral rendered the musical portion.

After service, the Royal party drove across the bridge in an open carriage and pair, with a single mounted policeman in front, and, not being expected, there were no spectators ; the carriage passed close in front of my lodgings.

The drive was taken to pay a visit to Mr. Robertson, who was staying with the Bishop of St. Asaph. Returning by the opposite side of the river to the Hall, a few persons had collected at the gates, and having received a gracious bow from Her Majesty, I was reminded of a similar recognition in the town of Windsor when, forty years ago, in company with His late Royal Highness the Prince Consort, and having only my brother beside me, I had the same royal recognition. Her Majesty bears her years well, and although much changed from her youthful appearance, has all the appearance of health and vigor.

The family with whom I stayed being Welsh Calvinistic Methodists, and the minister who was to preach dining with us, and there being no other evening service in the village, I accepted an invitation to their chapel and pew.

The minister, before commencing his sermon, said "as there were some in his congregation who did not understand Welsh,

he would announce his text in English," and, having done so, proceeded in his native language to discuss his theme. This he did with much force and earnestness and, no doubt, to the edification of his Welsh hearers. The singing was excellent and most hearty, and the congregation large.

After this the leader of the village choir, numbering fifty voices, and which, by command of Her Majesty, appeared at the Hall every night to sing Welsh songs, introduced a number of the girls in their Welsh costume, on their way to the Hall.

They wore the tall black conical hats, which I had often seen the women wear in North Wales years ago, but which are now laid aside for more modern styles, and Welsh aprons; these hats and dresses had been made expressly for the occasion, and will be preserved as mementos of the Queen's visit, and of their appearance before Her Majesty. The Roberts family of eight Welsh harpists also performed before Her Majesty.

On the Queen's first arrival at Llandderfel the Rev. H. Morgan, on behalf of a deputation, presented Her Majesty with an address and a beautiful hazel stick, for which her thanks were returned, as I was informed by my host, who was one of the deputation, in pure Welsh, "I am very much obliged to you."

There was a beautiful arch, formed with great taste, and entirely covered with heather, on the road to the station, while the railway station and its approaches were banked with flowers and evergreens, and decorated with flags and mottoes. Ten horses, grays and bays, and five carriages from the Windsor Castle stables were provided and sent to Llandderfel for Her Majesty's use, also a favorite pony trained at Windsor to draw the chaise in which Her Majesty is accustomed to take her airings in the Palace grounds, was sent to Palé, and in this the Queen might be seen driving in the avenues of Palé Hall demesne, when not outside in one of the royal carriages.

Bala.

The road to Bala, along which the royal party drove, is very beautiful. By its side the dark waters of the Dee hurry over their rocky bed, and birch and copper beech, retaining their freshness in the land of rain, form natural archways of verdure.

To the left, the valley rises by sloping meadows and heather-covered hills into the long range of Berwyn. Farther on, the heights of Castell Curndochan and Gwynfynydd are discernible, and in a clear day, such as the writer was favored with, the Arrans, with Cader Idris, standing like a sentinel over the whole. To the right are low hills stretching away into the distance in graceful curves, and Avening rises in front. Passing through the main street, I observed just four names on the sign-boards—if there were any others, they are scarcely worth mentioning. The names were Jones, Williams, Evans and Owen—how they distinguish the different families I leave for others to explain. Bala Lake is a beautiful sheet of water, and it is said the course of the River Dee can be distinctly seen flowing through the centre. Here Her Majesty was the guest of Sir Watkin and Lady Williams Wynne, and was presented with an oil painting of Bala Lake. A gentleman with whom I conversed, who had seen the picture, assured me that it did not do justice to the subject. I can bear testimony to the beauty of the original and its surroundings.

Bala Lake is the largest sheet of water in Wales.

There is a tradition that the banks of Bala Lake caused the Deluge, and that Tomen-y-Bala, a mound near the station, is identical with Mount Ararat.

My experience to the contrary notwithstanding, a despairing tourist, who encountered a week of bad weather there, thus gave vent to his emotions in the visitors' book at the Lion Hotel :

"The weather depends on the moon as a rule,
And I've found out that the saying is true ;
For at Bala it rains when the moon's at the full,
And it rains when the moon's at the new ;
When the moon's at the quarter, then down comes the rain,
At the half it's no better I ween ;
When the moon's at three-quarters it's at it again,
And it rains besides mostly between."

Bala Green has long been famous for its great religious assemblies. The Methodist College is a fine building, and may account for such great gatherings of Calvinistic Methodists as assemble here. The green has accommodated as many as 20,000 people, which number to be accommodated in a place of 2,000 inhabitants would require considerable ingenuity.

While staying at Llandderfel, to which I returned from Bala, I found the question of "dual language" to be one of considerable prominence. I was informed that the law compels the children in the public schools to be taught first the three English branches—reading, writing and arithmetic—and after that an hour is devoted to lessons in Welsh. The older people assured me they would not give up their national language, except with their lives, while the young, as a matter of personal advantage, in order to succeed in the race with English competitors in all departments of trade and business, would be compelled to know English, and speak it.

Before leaving, I secured some of the heather and sprigs of evergreens from the royal arch and railway station as a memento of my visit, which ended with a ride up one of the high hills on a Welsh pony. The view from the height was truly magnificent. The scenery of the River Dee from its rise to Chester is surpassingly beautiful, especially through the celebrated "Vale of Llangollen," through which I passed on Monday to the town of that name, in time to witness the royal reception there.

In reply to questions as to the Welsh language and the immense, to us, unpronounceable words, and of such great length, Mr. Jones, my host, assured me there was not a superfluous letter, but each had its appropriate sound, and that it was purely from our ignorance of the language such misconceptions prevailed. Having heard the celebrated Isaac Pitman deliver his first lectures on phonography and phonetic writing, my early prejudices in favor of the latter shook my faith in the statement of my worthy host.

The Vale of Llangollen

The railway from Llandderfel to Llangollen for nearly the whole of the way follows the course of the river. As the train runs past Berwin, and approaches the town, the view is very impressive. The fantastic Egluyseg Rocks rise on the left, standing out boldly before them is Castell Dinas Bran, and the line skirts the base of Brynlan or Barber's Hill.

The beauties of Llangollen cannot be learnt by a short stay. For variety of form and color of hill and valley and stream, the Vale of Llangollen leaves indelible impressions of unsurpassed loveliness. The banks of the river are lined with magnificent trees, whose branches dip in the water and are reflected as in a mirror, and the numberless boats all along may be seen with their merry parties moving leisurely in the shade of the trees, suggesting scenes of love and pleasure and genuine enjoyment, fit subject of romance.

On the right of the railway viaduct, the vale is spanned by one of Telford's famous aqueducts; on the left, you look down into green meadows flanked by hill-sides clothed with trees, and on the other hill-side, to the north, is one of the innumerable castles, which Mr. Gladstone said, a few days before, "constitute the most striking and splendid castellated remains that are to be found in the whole of the island."

The district is rich in historical associations of the deepest interest. Chirk Castle was besieged more than once in the Cromwellian wars; and going back to an earlier period, in the Ceinog Valley, in the reign of Henry II., was fought one of the many battles in which the Welsh struggled so bravely for independence before they finally resigned themselves to the English rule.

On the train an incident occurred which struck me as indicative of the simplicity and good-nature of the Welsh people.

The train being crowded, a handsomely-dressed lady entered our compartment, and finding no seat, when the train started, rather innocently and unceremoniously sat down on the knee

of the gentleman next to me. Thinking the lady (as such she undoubtedly was) was a near relative, or, perhaps, his wife, who joined him on the way, I was rather surprised when at the next station she got out, bidding "Good day," as if it was a usual custom.

Llangollen.

As the royal train from Llandderfel had not arrived when our train reached there, I had a good opportunity of securing a standing-place on the road to Bryntisylio, where Her Majesty was to visit Sir Theodore Martin, who wrote the life of Prince Albert. The road was lined with Venetian masts, from which flags and festoons of flowers were suspended, the whole distance of three miles, and with the Welsh Fusileers keeping back the crowds which lined the road, formed a scene of great beauty.

The royal carriage was drawn by four splendid grays, with postillions as outriders. When the procession passed, the crowd rushed back to the town, where immense masses of people were kept back from the front of the Town Hall, where Her Majesty was presented with an address, by strong barricades.

After the address and reply, the royal party returned by the road on the other side of the river, amidst the cheers of the multitude.

Americans, always to the front to catch a glimpse of royalty, were there in numbers. At the left-luggage room in the station, where hundreds of satchels had been left, there was, of course, considerable delay and crowding, every one hurrying off after the procession had passed.

One gentleman, whom I had noticed as an American, became very impatient, and on addressing him, as a brother American, he said, "I have been in England frequently, and never heard a word of incivility from a railroad official, but to-day I cannot understand this want of attention."

The only wonder was that the officials could keep so cool with such a rush as compelled the police to close the doors of the station, and allow only a few to enter at a time.

Llangollen is a beautiful town, and has a very interesting history.

The number of temperance hotels is quite striking. The two principal public hotels are the well-known "Hand" and the "King's Head," changed to "The Royal" after the Queen—when Princess Victoria—made a tour of Wales with the Duchess of Kent, in 1832.

In the old days of coach travelling, the Holyhead mail changed horses at the "King's Head," and on one occasion whilst waiting, Daniel O'Connell penned the following in the visitors' book :

"I remember this village with very bad cheer,
Ere the ladies, God bless them, set this inn here ;
But now the traveller is sure of good fare—
Let him stay at this inn, or go to that there.
But all who can read will sure understand
How vastly superior the *head's* to the *hand*."

The "ladies" of Llangollen referred to, were two queer old souls, who, when they were young, vowed on celibacy and a cottage, and fulfilled their vows. They were Irish, and fled from matrimony as from a pestilence, and found in Llangollen a haven of rest, where for more than half a century they lived. Their names were Lady Eleanor Butler, and Miss Ponsonby.

They were thus described by Matthews the elder, as they first burst on his astonished vision in the Oswestry theatre: "Oh, such curiosities! I was nearly convulsed, I could scarcely get on for the first ten minutes after my eye caught them. As they were seated, there is not one point to distinguish them from men—the dressing and powdering of the hair, their well-starched neck-cloths; the upper part of their habits, which they always wear when at a dinner-party, made precisely like men's coats, and regular beaver hats. They looked exactly like two respectable superannuated clergymen.

Plas Newydd, where they lived, is a place of great attraction for visitors, and contains furniture, paintings and curiosities, accumulated all through their lifetime.

The oak carvings are especially fine, as each visitor paying a second visit was expected to bring a piece of carved oak.

Amongst the visitors was Lord Edward Fitzgerald, who was concealed there after his escape from being arrested in Dublin, in 1798, on his complicity in the Irish rebellion and the landing of the French in Bantry Bay. "The ladies" were unconscious of the fact that £1,000 was offered for his arrest.

The Duke of Wellington was here in 1819, and Wordsworth, the poet, gave them great annoyance by composing a poem, in which he called the house a "low-roofed cot."

Amongst other visitors were Madame De Genlis with the young Mademoiselle D'Orleans, in 1771, and Sir Walter Scott, in 1825.

Chester.

There is no city of its size in the world whose history is so full of historical interest as Chester.

It is the only city in the kingdom which has the proud distinction of preserving its ancient walls intact. Nowhere else in Great Britain can the visitor make the circuit of the ramparts. These walls date from the very dawn of English civilization.

Chester was a port when Liverpool was only a fishing village, and it was here that our kings used to embark their troops to scourge and devastate Ireland.

For four hundred years the Romans were in Chester, and it is supposed that they were the builders of the celebrated "Rows."

In Chester Castle James II. partook of the mass during his stay.

The Cathedral was founded in 660, and the present splendid structure was erected in 1100 to 1135. Among the first objects that meet the eye in entering and passing in front of the great west window, with its magnificent coloring, are the flags of the 22nd Regiment, once carried to victory at the storming of Quebec.

The carved tracery work of the choir is an exquisite example of artistic wood work. The whole building is full of interest and beauty.

Having made the circuit of the city, on the wall and over the gates, before breakfast, I had a splendid view of the country and city itself, including the celebrated race-course, where the "Chester Cup" is run for, and away to Eaton Hall, the seat of the Marquis of Westminster, and to Hawarden Castle, the seat of the Honorable W. E. Gladstone.

On the wall is a tower, from which I copied the following inscription, carved in stone: "King Charles stood on this tower, September 24th, 1645, and saw his army defeated on Rowton Moor," also "Walls flagged and repaired under Queen Anne, 1702."

The old houses, or "rows," with projecting gables, supported by pillars resting on the ground floor, and leaving a space either for promenade or for business purposes, are objects of great interest. On standing to look at one of these, which was a large dry goods establishment, the proprietor, observing my curiosity, approached me in a very courteous manner, and invited me to examine the premises. On inquiring why he did not carry the windows forward to a line with the street, he informed me that the space in front was used for unpacking the goods, and being completely protected from the weather, it certainly was most convenient for that purpose. In answer to my next inquiry, as to the probable age of the building, I was told that it must be somewhere about 1,000 years old. I was then escorted by the proprietor, who provided himself with a long wax taper, into the subterranean apartments, surrounded by massive stone walls with iron gratings, to admit light from the outside, while the inside apartments were completely dark. Here was plenty of room for the imagination to picture scenes of carousal, of secret plot, of terrible fear, as siege and war, with famine and pestilence, succeeded each other, for many centuries. The quaint old fire-places, the nooks and corners, with sitting-rooms and dining-rooms, now converted into storage for dry goods, all speak of advanced civilization and prosperity, of peace and happiness, never before enjoyed even in happy England.

Having kindly furnished me with a list of places of interest for the next day, I took leave of Mr. T. F. Denson and his

gentlemanly and obliging son, having been informed by the father that he had acquired the property and the business by his own energy and industry.

PLACES OF INTEREST IN CHESTER.

"God's Providence House," built in the twelfth century, now occupied as shops.

Robert's Crypt, with stone ceilings, used as a place of worship in 1180, now used for wine vaults.

Stanley House, occupied by the Earl of Derby in 1591, shown to visitors by present occupant. The Earl was executed in 1655.

Bishop Lloyd's Palace, built in the twelfth century, has on a sign-board over the basement, "Best mild and bitter ales, London stout and porters."

At the Grosvenor Hotel I was shown the visitors' register, in which, up to the middle of August, 1,900 Americans had signed as guests, the manager having kept a special list of those from the American side of the Atlantic.

The scenery of the River Dee, Hawarden Castle, Eaton Hall, the fine old Cathedral, and the historic walls of the city, are the great attractions for visitors.

In the reign of the boy-king Edgar, Dunstan, Abbot of Glastonbury Abbey, being the real king, made himself Archbishop of Canterbury, and exercised such power over the neighboring British princes and so collected them about the king, that once, when the king held his court at Chester, and went on the River Dee to visit the Monastery of St. John, the eight oars of his boat were pulled by eight crowned kings and steered by the King of England.

Many eight-oared boats are to be seen at present on the River Dee between Chester and Eaton Hall, the palace of the Marquis of Westminster.

Eaton Hall.

The seat of the Marquis of Westminster is the resort of all visitors to Chester.

Taking the river route, I found a small but commodious steamer, with a neat cabin, having officers in uniform. We passed several miles of private residences and "tea gardens," each having a boat landing, and the river alive with boats of all shapes and sizes, from the canoe to the eight-oared pleasure boat.

From the steamboat landing the walk to the Hall is very delightful, whole herds of deer are met roaming through the grounds, and the celebrated stud farm and stables, as large as a village, are objects of great interest.

The Hall is generally entered through the coachyard, and for a charge of one shilling, which goes to support the Chester Infirmary, the visitor is admitted to the Hall, and another shilling is charged for seeing the gardens and conservatories. The first apartment shown is the Duke's private chapel, the magnificent stained-glass windows of which, with the gilded alabaster recumbent statue of the late Duchess, and the general richness of the interior, are beyond description.

Passing the private apartments, you are next shown the dining-room, containing superb furniture, and magnificent paintings by Millais, Snyder, and Rubens, also the stuffed head of a rhinoceros.

In the ante-dining-room are some of the works of the old English masters, in the shape of family portraits.

The furniture includes the most lovely inlaid cabinets of ivory and ebony.

The saloon, with its grand vaulted dome, spangled with golden stars upon an azure ground, and surrounded by a great wall painting of the Canterbury Pilgrims, is next passed through. The ante-drawing-room comes next, and is splendidly decorated, the principal feature being bird panels.

The roof is groined and gilded, and the chimney-piece is of carved alabaster. The drawing-room is a perfect blaze of

brilliant but refined color and gilding. The roof is groined, traced by bands of color, on which sea-wort and coral are worked. Foliage with golden fruit fills the intervening spaces. The chimney-piece is of Carrara marble, and on passing from the room, a beautiful marble statue, "Hush-a-Bye, Baby," will be noticed.

The library is a fine apartment, the finish being quiet but elegant. The mouldings of the book-shelves are all of silver and pearl.

In the panels are some fine historical paintings by Benjamin West; a grand organ and 10,000 volumes are included in the contents of this splendid chamber.

In the corridor, leaving the library, we see a staircase lined with armor and great paintings by Rubens.

The grand entrance hall is now reached. It is an apartment of spotless purity, paved throughout with Parian marble. Some of the marbles employed are costly antiques, brought from Rome and Pompeii. The walls are panelled with slabs of Derbyshire alabaster surrounded by green Genoese marble.

The great statue in the centre of the court-yard in front of the hall, is the bronze equestrian statue of Hugh Lupus, the first of the Norman Earls of Chester, the Duke's progenitor, in the act of casting off a falcon for a flight.

The exterior of the Hall is very grand, the most conspicuous object being the clock-tower, which contains a splendid chime of bells.

Hawarden Castle.

A visit to the seat of the Right Honorable W. E. Gladstone, M.P., concluded my visit to Chester.

The Castle itself is invisible from any point, on account of the thickness of the trees with which it is surrounded, until you come upon it.

By taking a train for the Sandycroft Station, you are brought to within about two miles of the Castle; the road not being provided with a sidewalk, is not the best in England for pedestrianism, but the scenery around the Castle is worth the journey.

For the information of those wishing to interview Mr. Gladstone, I can state, on the best authority, the proper course is to arrange preliminaries through Mrs. Gladstone, as every letter and card passes through her hands before Mr. Gladstone sees them, and if she does not consider the circumstances of sufficient importance, he does not see them at all.

The evening before I went there Mr. Gladstone addressed about 1,000 persons on the lawn, including his own tenantry.

I received a polite acknowledgment of the receipt of "Toronto 'Called Back'" from Mr. Herbert Gladstone, who is constantly in attendance on his father.

Belfast.

The new Express line of steamers from Liverpool to Belfast is in every respect comfortable and convenient, furnished with electric lights and bells, and all modern improvements.

Passengers are furnished with an excellent supper, and the sleeping berths are all that can be desired.

The passage by the *Optic* was a very pleasant one, occupying about twelve hours.

The splendid stone quays at Belfast afford the greatest facilities for landing freight and passengers, while the long range of fire-proof freight sheds, which line the whole frontage, and on which outward and inward freight for each steamship company is stored, show a spirit of enterprise and design commensurate with the great trade of this city, which is worthy of imitation. I believe these were built and are owned by the city, and let to the different steamship companies.

During my stay with kind friends, I had the happiness of enjoying a situation of extreme loveliness and suburban beauty. From Ulswater Terrace, Cave Hill Road, an uninterrupted view of Cave Hill is obtained. Along the north shore of the lough the land slopes up from the water, reaching in the Cave Hill, which forms a very prominent object of the landscape, an elevation of over 1,100 feet. In this direction are many of the splendid houses of the rich Belfast merchants. The Reservoir Park lies between Cave Hill Road and Cave Hill.

In some respects, at least, Belfast approaches nearest to Toronto of any city with which I am acquainted. The population is about the same, and it will be interesting to witness the comparative progress of both in the future. In the number of colleges and churches there is also some similarity.

While the wholesale trade of Toronto is much more extensive, yet in the great manufacturing interests of the linen trade, and also of ship-building, Belfast is away ahead of all competitors, the Clyde ship-building alone excepted. In this trade in Belfast about 13,000 men are employed.

In linen manufactures, Belfast has an advantage over any of the English branches, especially in her trade with the United States, where her goods are a necessity, and practically control the market, as there is no competition with domestic goods.

My frequent visits to the immense linen manufactories having made them familiar in both spinning and weaving, I availed myself of only one offer to inspect the Broadway Spinning Company's works, which, although not the most extensive, are on a magnificent scale.

The whole system is perfect and was fully explained by my young friend, Mr. Joseph Hall, of Montreal, who is studying the whole system scientifically and practically.

The leading line in this establishment is Damasks, and the elaboration of the patterns in design and workmanship is most complicated and most beautiful.

Here any design for army or navy, for steamships or railways, for royal households, as well as peasant cottages, is produced to order, or for general sale and shipment to every part of the world.

In one room are six hundred looms engaged in this branch alone, while in other apartments may be seen the yarn in every stage preparing for the looms.

Belfast is clean and free from smoke, the streets are well laid out and contain handsome municipal buildings, churches, colleges, shops and private houses.

Since my last visit Royal Avenue has been built, which forms a continuation of Donegal Place, and adds greatly to the imposing appearance of that part of the town.

Such buildings as the Custom House, the Town Hall, the new Post Office, the Banks and the Albert Memorial, are an ornament to any city.

Handsome bridges cross the Lagan.

I had the pleasure of supplying the Library at the Linen Hall, the Chamber of Commerce, the Royal Avenue and Terry's Hotels, with copies of "Toronto 'Called Back,'" and have received kind acknowledgments.

As an incident, I may mention that I was on my way to present a copy to the Queen's Hotel, but noticing the Stars and Stripes floating aloft, I inquired what that flag meant, and was informed that it was in honor of some Americans who were staying there. I did not leave a copy of my book.

I am indebted to Mr. Henderson, of the *Belfast News Letter*, for the following kindly notice:—

Toronto has found a highly appreciative historian in Mr. C. C. Taylor. In the handsome volume before us, the appearance of which indicates in an emphatic way the enterprise and attainments of the Canadian publishers, the marvellous progress made by the Queen City of the Dominion is recorded in that plain, matter-of-fact style which should be inseparable from every work of the same character. It is in his account of the advance of the city, where he has lived for over forty years, that Mr. Taylor can claim the consideration of the reader.

He has watched in the most appreciative spirit the various events that have made Toronto what it is to-day, and it is worthy of remark, that he is strongly of the belief that the introduction of a protective tariff has contributed largely to the position which the city occupies.

Not only were local industries stimulated to a great extent, but the imports from Great Britain increased at the sacrifice of those of the United States.

The opinion of Mr. Taylor on this matter is undoubtedly valuable. His testimony is not that of a casual observer, but of an expert.

There are, indeed, few cities in the colonies that have become so transformed as Toronto, in the course of less than half a century. Contrasted with its present appearance, the account of the place forty-two years ago, given in this volume, appears almost incredible. It is a city of which Mr. Taylor, as well as any inhabitant of the Dominion, may justly feel proud.

Clandeboyce.

I felt that it would be losing a good opportunity if, on the return of Lord Dufferin from India, under his new title of the Marquis of Dufferin and Ava, and before his departure for Rome, I did not pay the respects of a Torontonion to one whose memory is still fresh amongst us.

Having selected a beautiful morning, I therefore set out on this pleasant excursion, an account of which has already appeared in the *Evening Telegram*, the *Christian Guardian* and *Sentinel* of this city, as follows :—

Passing over Queen Street bridge, Belfast, and taking the train for Helen's Bay, from the County Down station, you are placed on the direct road to Clandeboyce, the seat of the Marquis of Dufferin. On the way you pass the building yards and docks of Messrs. Harland & Wolff, the celebrated ship-builders, who are now finishing the two hundred and tenth steamer turned out by the firm. The great steamer *Majestic*, twin ship of the *Teutonic*, lies at the quay receiving her finishing touches. Those knowing Belfast will have an idea of her size from the fact that she is the length of Donegal Place. Messrs. Harland & Wolff employ from 6,000 to 7,000 hands. The four picturesque stations passed on the way to Helen's Bay are beautifully kept, the name of each being formed in flowers and surrounded with ivy and other evergreens, and in the vicinity of each are splendid mansions, occupied by the wealthy manufacturers of this splendid and prosperous city. The view across the "lough" on the opposite side is most charming. The beautiful verdure of the fields and woods, the whole landscape dotted with white houses, and here and there a splendid residence in park-like grounds, form a picture of beauty and prosperity seldom surpassed. Arriving at Helen's Bay, you are directed to take the public road for Clandeboyce. This road leads through the charming village of Crawfordburne, called after Mr. Crawford, ex-M.P., whose seat is close by and well worthy of a visit. The avenue is entered from the public road through gates, which are kept by a keeper who is also post-master, no doubt the post-office being for the accommodation of Lord Dufferin. The entrance to Clandeboyce House is flanked on every side by high walls entirely covered with ivy, while

the grounds abound with evergreens of every description, magnificent laurels, hollies and yews being the principal varieties.

Feeling confident that a Canadian would be well received by his Lordship, my first object was to ascertain whether he was at home, and this I found by inquiring of a young gentleman who was superintending the hauling in of a ponderous bell, which completely blocked the entrance, and which a number of workmen were placing with another in the grand entrance hall. The young gentleman referred to, as he afterwards himself told me, was Lord Terence Blackwood, the second son of the Marquis. The bells had just arrived from India along with an immense number of curiosities, which are to find a place in the already large museum, collected in various parts of the world.

A person who was assisting in the "hauling" I found to be the house steward and valet, who has travelled with the Marquis all over the world. He, on finding I was from Toronto, spoke in the highest terms of the pleasures he enjoyed in our city. On handing my card to a footman he said it was very improbable that his Lordship would be able to see me on account of the pressure of private business, but was sure the secretary would come down. However, having delivered the card, the footman brought word that his Lordship would come down to receive me, and immediately I was greeted with a welcome of which any Canadian or Torontonion might feel proud, showing, as it did, the place Canada holds in his memory.

Proceeding up the grand staircase, surrounded on every side by objects of interest and beauty, I was shown into the magnificent reception room, where in the most cordial manner, before a pleasant fire, we conversed on Canada and Toronto, his Lordship speaking in the highest terms of Lord Lansdowne, while I related the events of the days when a certain Irish member of Parliament spoke in the Queen's Park in no complimentary terms of the Marquis as a landlord. His Lordship spoke of the great progress of Toronto, but when I mentioned the fact that while the great and growing city of Belfast had added 87,000 to her population in twenty years, Toronto had added to hers 90,000 in eight years, he was completely surprised, no doubt his absence in India having caused him to lose track of our actual progress. Having shown me his magnificent library and drawing-room, he took me out on the terrace to show the beautiful grounds and splendid view.

Walking through the grounds and returning to the main

entrance, the curios and relics from all countries were pointed out—sculptures and hieroglyphics from Egypt, brass guns from Burmah and India, bears from Russia, Pagan deities from British Columbia, forming a most interesting collection, impossible to enumerate. His Lordship then pointed particularly to the Canadian specimens, two rows of our curling stones flanking the outer stairway. Apologizing for having to leave me and with a hearty shake of the hand, he requested Lord Terence to order a car and servant to drive me through the demesne to Helen's Tower, which he informed me he had built in memory of his mother.

While waiting for the conveyance, Lord Terence, seated on one side of a great fireplace, entertained me with some accounts of the history of the house. It was built in the time of James II., and in it eight generations of the family have been born.

A car and splendid horse, driven by a servant in elegant livery, appearing, and taking leave of Lord Terence, whose manly and unaffected politeness and intelligence for a youth of nineteen cannot be exaggerated, I was driven through a most beautiful and romantic avenue to the foot of the tower, which stands on the highest ground in the demesne. The tower is built on a solid rock, and is approached on one side by steps cut out of the rock. It is castellated, with embrasures as windows, from which a fine view is obtained as you ascend the colored tiles of the winding stair. On the first landing is a room handsomely furnished, and on the table is the visitors' book, containing the names of visitors from every land. On another floor is the bed in which the late Lady Dufferin slept, having the family escutcheon at the head, and on the valance at the foot the lines beautifully embroidered in the old English characters :

“ And nightly pitch my moving tent
A day's march nearer home.”

From the top of the tower are seen the towns of Bangor, Newtonards, Donaghadee, and across the lough is Carrickfergus, with Strangford lough on the east, while out to sea you behold vessels of all sizes and from every port, and across is the Scottish coast.

Returning by the private avenue of six miles to the station, the road lined with magnificent beech and other trees the whole distance, you enter the station under a viaduct, on which the Dufferin arms are sculptured, and by a stairway through a tower built by himself, and at once perceive that the

Marquis is the lord of the place, the railway station itself having been built after his own design, and having over it the coronet and monogram, "D. & A." His Lordship was entertained at a banquet the next week, and left Clandeboyne for Rome early in October, to assume his duties as ambassador to the Court of Italy.

In framed tablets, in gilt letters, on the wall of one of the rooms in the tower are the following poems. The first written by his mother, Lady Dufferin, on his twenty-first birthday.

The others, by Browning and Tennyson, are original for the place, and not to be found in their published works.

To my dear boy on his 21st birthday, with a silver lamp:—

"FIAT LUX."

How shall I bless thee? Human love
 Is all too poor, in passionate words,
 The heart aches with a sense above
 All language that the lip affords;
 Therefore a symbol shall express
 My love, a thing nor rare nor strange,
 But yet eternal, measureless,
 Knowing no shadow, and no change.
 Light! which of all the lovely shows
 To our poor world of shadows given,
 The fervent Prophet-voices chose
 Alone as attribute of heaven!
 At a most solemn pause we stand;
 From this day forth for evermore,
 The weak but loving human hand
 Must cease to guard thee as of yore;
 Then, as through life thy footsteps stray,
 And earthly beacons dimly shine,
 Let there be light upon thy way,
 And holier guidance far than mine.
 Let there be light in thy clear soul,
 When passion tempts or doubts assail,
 When grief's dark tempests o'er thee roll
 Let there be light that shall not fail.
 So, angel-guarded, must thou tread
 The narrow path which few may find,
 And at the end, look back, nor dread
 To count the vanished years behind.

And pray that she whose hand doth trace
 This heart-warm prayer, when life is past
 May see and know the blessed face,
 In God's own glorious light at last.

21st of June, 1847.

Lady Dufferin's name being Helen, explains the allusions in the poems, and also the name of the tower. The first I copied on the spot, and expected to find the others in the authors' works, but being disappointed in this, I wrote to Lord Terence Blackwood, who kindly sent me copies of the words.

Browning.

Who hears of Helen's Tower perchance may dream
 How the Greek beauty, from the Scalar gate,
 Looked on old friends unanimous in hate,
 Death doomed, because of her fair countenance.

Hearts would leap otherwise at thy advance,
 Lady! to whom the tower is consecrate ;
 Like hers, thy face once made all hearts elate ;
 But, unlike hers, are blest by every glance.

The Tower of Hate is outworn far and strange,
 A transitory shame of long ago,
 It sank into the earth from which it sprang ;
 But thine, Love's rock-built tower, shall know no change ;
 God's self laid stable earth's foundations so,
 When all the morning stars together sang.

Tennyson.

Helen's Tower, here I stand
 Dominant over sea and land,
 Since love built me, and I hold
 Mother's love engraved in gold ;
 Love is in and out of time,
 I am mortal, stone and lime ;

Would my granite girth were strong
 As either love to last as long,
 I should wear my crown entire,
 To and through the Doomsday fire,
 And be seen by angel eyes
 In earth's receiving Paradise.

Having a copy of "Toronto 'Called Back' and Queen's Jubilee" with me, elegantly bound in crimson morocco, I took the opportunity of presenting it to His Lordship, with the following inscription on a blank leaf :—

TO

THE MOST NOBLE THE MARQUIS OF DUFFERIN AND AVA,
 K.T., ETC., ETC.

In remembrance of your Lordship's residence in Canada as Governor-General, and of the distinguished services you rendered the Dominion, and of your frequent visits to Toronto, where your dignified and yet courteous demeanor and eloquent addresses are still fresh in the minds of our citizens, this unpretentious volume of reminiscences of the marvellous growth and progress of our loyal Queen City of the West, is presented by the author.

BELFAST, September 13th, 1889.

On my return to Portadown, I received the following letter from His Lordship :—

CLANDEBOYE, Co. DOWN,
September 16th, 1889.

MY DEAR MR. TAYLOR,—I have looked through your interesting book, and am more than ever obliged to you for your kindness in having given me a copy of it. Any one who takes the trouble to note the succession of events in the rise and progress of a great community like that of Toronto exercises a very useful function, and with the lapse of time the materials he has collected and the facts he has preserved from oblivion become more and more valuable.

Wishing you a prosperous return to the Dominion,

Believe me, yours very truly,

(Signed) DUFFERIN AND AVA.

While the absence of volunteers in uniform is a noticeable feature in Irish towns, the presence of two Highland regiments, the 78th and 42nd, and the parade of the Scot's Greys, gave a bright and animated appearance to the streets of Belfast.

Constabulary barracks are to be found everywhere, and the men remind one of the Rifles in their green uniforms.

The question of Home Rule is seldom heard in Belfast. The hum of machinery and bustle of prosperity seemed to drown any noise on the subject, and there appeared to be a good deal of truth in what a gentleman in England remarked, that he liked travelling in Ireland better than any other country, as it was "the only one in which he heard nothing of Home Rule." The explanation, I think, is, that it is a question of so delicate a nature that the sensitiveness of the people prevents its discussion.

The physique of the men of Belfast I consider much superior to that of the men of the large English cities, and feel bound to say I think the difference is to be accounted for by the fact of the excessive use of beer and tobacco by the latter, which has produced a visible deterioration in the last thirty years.

From Belfast as a centre, visits to the numerous towns comprising the seat of the great linen manufactures are specially interesting. The appearance of the growing flax, with its pretty blue flower, is a marked feature in the scenery. There is an appearance of thrift and prosperity everywhere. The absence of wheat growing is quite noticeable, and the superabundance of hay and oats strikes a Canadian as rather remarkable. I was told it pays better to buy imported wheat and use the land for other purposes, especially for grazing. My impression was that they grew and produced more food for the "beast" than for the "man."

A row in a boat for nine miles from Portadown to Lough Neagh, the largest lake in the United Kingdom, discovered such a succession of hay-stacks all along the banks of the River Bann as seemed truly astonishing, while large scows or barges, laden with turf or peat for fuel, met us at every turn of this serpentine river.

No less than five counties border on Lough Neagh—London-derry, Tyrone, Antrim, Armagh, and Down. The water has long been celebrated for its power of petrification. What are sold in fairs and markets as "hones," for sharpening knives, are said to have been originally wood, thrown into the water, and these itinerant hawkers call them out as "Lough Neagh hones, they went in wood and came out stones."

Portadown, with its fine railway station, being the junction of the Belfast and Londonderry lines, is an important business and manufacturing town, and from here, while visiting with friends, some delightful excursions were made.

Tandragee, a few miles distant, with its castle, the seat of the Duke of Manchester, afforded a delightful outing on the occasion of a monster picnic of the Church of "Ireland" Sunday-schools. The novelty of the change of name from Church of England, to which I had been accustomed, led to several reminders on the part of my friends. Here I had the pleasure of meeting the rector, Rev. Mr. Richardson, who showed an intimate acquaintance with Canada and many of her clergymen.

The grounds around the castle are most charming, an especial feature being the wonderful variety of the evergreens. Scarcely two trees are exactly alike, the rarest specimens of fir and larch, mixed with copper beeches, hollies and laurels, being extremely beautiful in their effect.

Armagh.

A visit to Armagh, on the occasion of the restoration or renovation of the ancient cathedral, with a full choral service, well repaid the time.

Armagh is one of the oldest towns in Ireland, and the seat of the most ancient archbishopric. The town occupies the slope of a hill, which is finely crowned by the handsome pile of the cathedral. The Roman Catholic cathedral is also magnificently placed on Banbrook Hill.

The narrow streets with their ancient appearance harmonize with the great antiquity of the place. They are clean and neat, and the whole town wears an air of prosperity and extreme respectability.

Dr. Reeves, a great authority on ecclesiastical affairs, writes : " No city is so rich in historical associations, and yet has so little to show, and so little to tell, in the present day, as Armagh. St. Patrick's first church is now represented by the Bank of Ireland. The Provincial Bank comes close on St. Columba's. St. Bride's shares its honors with a paddock. St. Peter and St. Paul afford stabling to a modern *rus in urbe*, and St. Mary's is lost in a dwelling house."

No city in Western Europe has been burnt or plundered more frequently. In very ancient days it was noted for Emenia, the seat of Ulster sovereignty, and of the Knights of the Red Branch, and later on for the Damhliag Mor, or Great Church, built by St. Patrick, the great school or university, and the royal cemetery ; but except the first none of these have left any traces.

The present cathedral in all probability stands on the site of the stone building which St. Patrick founded, and was begun about 1268.

It is well worth careful study, and stands upon a site that for fourteen centuries has been consecrated to Christian worship.

The Archbishop of Armagh is Primate of all Ireland ; and such men as Usher, Hoadley and Robinson have held the office.

The effigies in marble of these celebrated prelates are the chief features that retain the antique appearance of the interior, the late improvements having tended to modernize the whole building. The music was something superb. The choir is composed of first-class vocalists, the original endowment for its support dating back to the time of Charles II.

ARMAGH LIBRARY.

This priceless library contains some of the most ancient, rare and costly works of any library in the world. So great is the antiquity of some, that the leaves are melting way beyond the power of preservation.

Having presented Chancellor Wade with a copy of "Toronto

'Called Back,' he left a number of clergymen who attended the opening services, and in the kindest manner showed me many of the most rare and valuable works, both printed and manuscript. The early Irish style of manuscript adornment, so elaborately executed, is the wonder of every observer. In the Book of Armagh, now in the library of Trinity College, Dublin, in a space scarcely measuring three-quarters of an inch by less than half an inch in width, can be seen not fewer than one hundred and fifty-eight interlacements of a slender ribbon pattern, formed of white lines edged by black ones, on a black ground.

The introduction of natural foliage in this manuscript is another of its great peculiarities, whilst the intricate inter-twinings of the branches is eminently characteristic of the Celtic spirit.

The Book of Armagh contains notes in Latin and Irish on St. Patrick's acts, a collection, styled *Liber Anguli*, relating to the rights and prerogatives of the See of Armagh and the Confession of St. Patrick.

An introduction to a number of friends, chiefly clergymen, has made my visit to Armagh memorable.

Return to Canada.

Having secured a passage by the *Polynesian*, sailing from Liverpool the 19th September, I awaited her arrival at Londonderry. As I had frequently seen the sights of that interesting and historical city, with its walls and gates and venerable cathedral, I prolonged my stay at Portadown as long as possible. The agent of the Allan Line informed me that I would be safe to go by the mail train, but perfectly sure to be on time by going to Londonderry the night before. As I was satisfied with being "safe" I waited, and finding on arrival at the station, in the train from Dublin a "van" on which was painted in large letters, "Canadian Mail Van for Londonderry," I knew I was in time.

On getting on board the tender at Londonderry, one is struck with the magnitude of the mails by this route; immense sacks

and locked baskets seemed to be poured in till you are tired watching the operation. The increase in the last few years appears to be enormous.

In a shower of sleet, and with imperfect shelter, we got over the sixteen miles to Moville, with no variety except the trading in Irish blackthorn sticks, which were offered for sale, without many buyers.

The splendid steamship *Ethiopia*, of the Anchor Line, steamed out to sea just a little ahead of the *Polynesian*.

On "turning the corner," we soon found we were "on the rolling deep," and the good old steamer on which I had travelled twenty years before with Captain Dutton, R.N., behaved so badly as to send a good many passengers speedily to the retirement of their cabins. Any other vessel might have treated us in a similar manner in such a sea, but as perhaps suggested by her name, she soon was christened "Roly-poly."

Contrary to my expectations, there was not a single passenger on board who had gone over in the *Sardinian*. Nevertheless, the company proved a very agreeable one, quite a number being from Toronto, and others coming there for the first time.

Wm. O'Connor was on board' returning from Australia.

Major-General Pierce, of the East India Company's service, with his wife, were coming from London to see a son, who was learning farming at Orillia. Several young men were on their way to the Agricultural College at Guelph. Professor Smyth, from Belfast, was coming to assume the duties of musical professor in a college at Ottawa; and Mrs. Crawford, with her two daughters, to enter upon charge of a Ladies' College, also at Ottawa, as principal. The usual amusements on deck in fine weather, with music in the saloon, caused the time to pass very agreeably, and the sight of land at Belle Isle, after the shortest possible ocean passage, gave satisfaction to all on board, not even the presence of immense icebergs producing any alarm or discomfort.

The magnificent scenery of the St. Lawrence, where it narrows above the Gulf and the Island of Anticosti, excited as usual the admiration of all the passengers, especially those who had never seen a great river before.

The sail from Quebec by daylight, only lately allowed, and never enjoyed by the travellers on the river boats, is indeed a great treat. The whole distance to Montreal opening up fresh scenes of beauty and interest at every turn, was greatly enjoyed by all on board.

The usual dispersion at Montreal soon separates most for life, while a few have formed friendships that will last as long as circumstances favor correspondence.

It is sincerely to be hoped that, with new and faster vessels from Canada to Great Britain, much of the passenger traffic now going to New York will be turned back to our own route, which is by far the shortest, and in every way more pleasant. With a railroad to Labrador or Cape Breton, the sea passage could be accomplished by fast steamers, easily, in four days, and the whole journey from Chicago to Liverpool in six days.

APPENDIX.

Letter from Belfast, from Toronto "Evening Telegram."

OLD TOWNS WELL PAVED.

CONTRAST BETWEEN OUR WRETCHED ROADWAYS AND THE
GLORIOUS PAVEMENTS OF BRITAIN—ITS TRAM CARS BEAT
THE WORLD—TORONTO HAS THE PRIZE SUNDAY.

BELFAST, September 18th, 1889.

An observing traveller from Toronto arriving in England must be led to remark that if our city had the splendid pavements of English towns and cities, and if the present unsightly frame buildings in the business portion were removed, Toronto would be a city which, for its population, could not be surpassed.

Having gone over a large portion of England and Wales before coming to Ireland, I may say that, without exception, every town, from 5,000 inhabitants up to London, has perfect pavements, and, as a consequence, perfect cleanliness. Not only are the streets well paved, but every lane, alley and court. In the manufacturing towns, where there is heavy traffic, stone setts are almost universal.

In London the pavements are of four kinds, and each perfect in its way, and the most suitable for the traffic in each locality. The greatest thoroughfare in the world, from Cheapside to Charing Cross, round St. Paul's churchyard, down Ludgate Hill, Fleet Street and the Strand, is paved with wood blocks about the size of a brick. That thoroughfare being lined with shops, a stone pavement, from its noise, would seriously interfere with ordinary business, hence the use of wood. One of the inspectors of the work of laying new blocks opposite the Charing Cross railway station told me that the bed or foundation of concrete on which they were laid had been down for sixteen years, and was perfectly good, hence the absence of all dirt on the surface in wet weather. He said that scores of Americans had been inquiring about this pavement, so that our neighbors, after all, have to go back to London to find out the most perfect system. Macadam is used where the traffic is chiefly of light carriages and equestrians, especially in the West End.

The stone setts are in localities where the most heavy traffic prevails. The best and most beautiful pavement is the asphalt, and is used on the level streets, such as Cheapside, Oxford Street, and Moorgate Street from the Bank.

THE TRAMWAYS.

Without exception, the best tram car system in the United Kingdom is in this city. At the junction of Donegal Place, High Street, and Royal Avenue, 1,700 cars pass every day of fifteen hours. Three inspectors, in handsome uniforms, stand at the lamp posts in the centre and start each car to the minute, while directing the passengers who stand on the sidewalk waiting for their cars, to their respective routes. The cars themselves are most complete, holding twenty inside and twenty outside, the stairs with brass handrails being at both ends, thus enabling the driver to change his place without, as in Manchester, the whole car having to be turned around on the platform. These cars are generally well filled, and no person is allowed to stand. The track itself is, as all over the country, of the new rail, the depression not being more than about one and a half inch, the flange, or rim to run in the groove, being on the wheel of the car, thus absolutely preventing any ordinary vehicle from running in the track, and offering no obstruction to the ordinary traffic, as the rail is perfectly flush with the pavement with the slight depression of the groove referred to. If Toronto is to keep up with this vast improvement every rail in the city must be taken up, and every wheel on the cars altered, or new wheels adopted.

A SUGGESTION ABOUT VIADUCTS.

Having read with great interest your reports of the various opinions as to a viaduct on the Esplanade, without offering any scientific opinion on the matter, I may say that for several weeks I have been in a position in a large number of towns, about the same size as Toronto, to notice the adoption of viaducts, and have not seen any viaduct at a central station; they are invariably only built to cross streets approaching the stations, bridging over houses, as in Manchester, for miles, the traffic in the streets underneath going on as usual. They are never built where the whole ground is level, as on the Esplanade. If the station were on higher ground it would make a difference.

SUBWAYS *versus* BRIDGES.

At every new station in Great Britain and Ireland, even in towns of only 5,000 to 10,000 of a population, subways are entirely superseding overhead bridges, both for safety and convenience.

Taking the Victoria station in Manchester as an instance, where I had been in and out daily for several years, since my last visit splendidly built subways have entirely taken the place of overhead bridges. This station covers several acres of ground, and is also connected with the new Exchange station, a perfect model of railway architecture. From the Victoria station alone five hundred passenger trains leave, and as many enter every eighteen hours, and yet with all this traffic no whistle of an approaching train is given or bell rung, all the trains entering noiselessly and almost at full speed to within a few yards of the platform. The cause of this is that no person is allowed on the tracks. The subways are splendid structures, floored with solid stone, the roof being iron and glass and the walls all lined with glazed tiles, which it is impossible to soil or deface. There are eight platforms at this station, five of which are reached directly from the entrances without crossing any track, the other three are reached through these subways where hundreds of people are continuously passing each other, the instructions on each walk, "Keep to the right," being strictly observed. At the entrance to each platform the number, conspicuously displayed, directs the traveller to his own platform.

SUNDAY STREET CARS.

Having received your daily paper, I have read the various opinions as to Sunday street cars, and these appear to be equally divided. There is a difference of opinion here as to their desirability. The large cities appear to consider them a necessity for a portion of the day, and a limited number, just as the boats on the Thames are considered a necessity, and are crowded all Sunday, with hundreds of thousands of pleasure-seekers who have no other opportunity of seeing green fields. This can hardly be said to apply to Toronto, where any day every person can have a walk in a park or square. In the smaller cities in England they have steam tramways, which carry from forty to fifty passengers, inside and outside. As these are run without horses part of the objection is removed, and also a less number of men is employed. These cars are largely patronized, the fare for short distances, as in all tramways now everywhere,

being only one penny, and for the longest distances never more than twopence, but the great objection to these Sunday cars here is, that to evade the Sunday closing laws thousands ride three miles, in order to avail themselves of the clause in the Act which allows persons travelling three miles to be classed as *bona fide* travellers, and they can have as much liquor at the end of their journey as they wish.

Whatever may be found necessary in the future, Toronto may well appreciate the peaceful, quiet and orderly Sabbath she at present enjoys.

C. C. TAYLOR.

On my return to Toronto, having heard that subways under the Esplanade tracks to the new street were impracticable, on account of the proximity to the water, and the looseness of the soil, it appeared to be a choice between a viaduct and overhead bridges.

However, inside the stations subways appear to be indispensable to avoid accidents, and if subways under the tracks were practicable, both for passenger and freight traffic, the present system could remain intact, and by building a low parapet enclosing the tracks, all trains could run in and out at almost full speed, and without noise of bells or whistles.

The improvement that has taken place in the pavements of Toronto and their cleanliness, during the past few years, is quite remarkable, and if in the future uniformity can be preserved, by the Council controlling the matter, and enforcing a standard system, as in Great Britain, it will still further secure good and handsome streets.

Toronto City Council.

The present is the forty-fourth Council and the twenty-first Mayor I have seen in Toronto.

Amongst the earlier members during that period I found my best friends, and next to the late Senator Macdonald, there was no man in Toronto with whom, up to the time of his death, I had the pleasure of such intimate acquaintance as John G. Bowes, Esq., who for five years occupied the civic chair. In recording any events in connection with the history of Toronto,

it is fitting that some reference should be made to those earlier architects of the fortunes of our city, and while there have been some of the City Fathers who have erred in judgment, and were lacking in breadth of comprehension and enterprise, in grappling with questions of municipal economy and progressive development, yet as a whole, they have been men of honest purpose and conscientious convictions, who, to the best of their ability, devoted their time and talents to the building up of Toronto.

That the circumstances were favorable, does not detract from the credit due to men who, at the sacrifice of personal ease and business engagements, planned and acted with the view of placing Toronto in the front rank of American towns and cities.

And what is true of the aldermen and councillors, both during the time of such distinction, and alike when the mayors were selected from amongst the aldermen by their own choice, and since their election has been by the popular vote, have they been as a rule, men "*sans peur et sans reproche*."

It is true, that one or two for a time were "under a cloud." The first I remember, was the Hon. W. H. Boulton, who, on account of some financial difficulty connected with St. George's Church, then newly built, made France his temporary residence; and in 1855, during the Exhibition and the visit of Her Majesty the Queen, I saw him at Paris and Versailles, but he soon afterwards returned to his native city.

Mayor Bowes suffered unlimited persecution, in consequence of his purchase in connection with the Hon. Francis Hincks, of certain city debentures, which had been offered for sale, and could not find a purchaser, except at a heavy loss to the city.

In order to save the city from loss, and hoping at the same time to make some profit by the transaction, but considering it perfectly legitimate, they became the purchasers; but notwithstanding the gain to the city, the law decided against them, and led to the breaking up of Mr. Bowes' business and also to his premature death; and yet public opinion justified the act as one with no dishonest intention, and as in no way contrary to "*bonos mores*."

Therefore, on the whole, Toronto can claim a line of mayors in every way creditable and worthy of her high reputation and financial integrity.

In a subsequent edition I intend to refer more particularly to the present Council, and in the meantime close the present notice by quoting the closing paragraph in "Toronto 'Called Back,'" which I read at the conclusion of my address in England on the "Future of Toronto."

"The population of the United States is said to be 60,000,000, and that of Canada to be 5,000,000; and if the Dominion is ever to reach what the United States is now it will require 55,000,000 of people to be added to her present population.

"It is evident that if this is to be accomplished, every legitimate means must be resorted to, to promote emigration to our vast uninhabited territories, where there is plenty of room for all these millions, and abundant resources of every description to supply their wants and promote their happiness.

"Just as the prairies of the West and the older agricultural districts of the Dominion increase in wealth and population, so will the towns and cities flourish in a corresponding degree.

"It will be easily seen from the position of Toronto, that she must continue to extend her borders, reaching out within a comparatively short time to embrace all the present suburbs, which will inevitably be enclosed within her limits. Already Leslieville, Brockton and Parkdale have fallen into rank, and soon will follow West Toronto Junction and Carleton. On the north, Deer Park, Davisville and Eglinton will follow Yorkville; while in the east, Chester will be united with Leslieville, and all with Toronto.

"In addition to what has already been said in reference to the population, it is safe to say that many now living will see Toronto with half a million of inhabitants.

"The advantages already described as to her position as a central point for manufactures, trade, literature, and fine arts, her means of access to so many pleasure resorts, her beautiful parks and squares, shaded sidewalks, healthful climate, and her educational advantages, cannot fail to attract large numbers of

wealthy retired families to reside, and capitalists to invest, in our city.

"'See Naples and die!' says an Italian proverb, just as though there is nothing else worth living for. It may yet become a proverb to say what is already worth saying, 'See Toronto and live in it.' "

While the facts which decided the writer in choosing Toronto as his future home remain, that the water front, and the splendid agricultural country at the back, rendered the growth and progress of Toronto certain, and possessing which, it may be said, as of the "brook"—"Men may come, and men may go, but I go on for ever," these are as a perennial fountain of wealth, and no maladministration can effectually prevent the benefits flowing from such sources.

Through obstruction and narrow views, as well as occasional wranglings, some opportunities have been lost and the progress of the city retarded.

As to the opportunities for the future, while that is assured, still there are means by which more rapid advancement may be made and the largest amount of revenue with the least oppression to the taxpayer, which are the great desiderata, may be realized, at once relieving the Council of a large amount of anxiety and the citizens of cause of complaint.

The introduction of some of the surplus wealth of Great Britain waiting for investment would meet the whole case; and here, I beg to say, after a long experience and personal contact with business men and manufacturers in Great Britain, that while all the civic committees are important, a committee especially charged with the duty of inducing the influx of capital and capitalists, and even the appointment of a permanent Commissioner in Great Britain, for the special purpose of showing the advantages of Toronto itself, would make larger returns for the outlay, than a similar expenditure in any other way, and the man who would succeed in carrying out this scheme would have accomplished more than by his ordinary services on committees for a quarter of a century.

While emigration agents will give much information concern-

ing Ontario and the Dominion, it is not their duty to recommend any one city over another, unless by circulating information specially supplied by each city, and hence the importance of concentrating the attention of the people of Great Britain on Toronto particularly as a great centre.

On a smaller scale, it is quite as important as the position of a High Commissioner for Canada, and in proportion to expense, would be equally beneficial in its results.

Last year Toronto imported glass manufactures amounting to \$350,000, all of which could be manufactured on the banks of the Don or Humber; while a second Wigan or St. Helen's, with chemical and smelting works, might arise in our suburbs.

Such an arrangement would result in the solution of every financial problem, and in the overflow of the city treasury.

Besides all this, a man of ability always on the spot to get posted on all new improvements at the fountain-head could report constantly, and the information could be used for the city's advantage, and at once save the expense as well the humiliation of seeking for such information second-hand, and from a foreign country.

All who have travelled, know that the United States copy everything from Great Britain. Asphalt pavements had been successfully used in London long before they were introduced into the United States; and for every purpose of lighting, sanitation and rapid transit, Great Britain is away ahead of our neighbors. And are we, as "Britons," still to be "slaves" to a foreign country, and admit our inferiority in inventions and enterprise, while we boast of our universities, colleges and schools of practical science?

Must we submit to be mere scholars, with our teachers in a foreign land? Have we not architects, patentees of inventions, machinists and engineers of native growth? and are we not able to set an example in arts and sciences, instead of slavishly following our neighbors, and thereby exciting their ridicule and contempt?

Better to go to the fountain-head, where are schools of design superior to-day even to those of France, for what we have yet to learn, and where machinery and all that appertains

to the cheapening of labor and the development of our resources, whether agricultural or mineral, are seen in perfection ; and if sanitary arrangements are to be studied, nowhere are they so perfect as in London, which, with 5,000,000 of inhabitants, is by far the cleanest and healthiest city in the world.

This arrangement would undoubtedly result in the realization of the prediction in "Toronto 'Called Back,'" in 1886, and Toronto would rise to her high destiny as the greatest manufacturing and distributing centre in the great Dominion of Canada.

"When the history of the next decade is written, it will contain a description of the great works accomplished by the grand scheme of combining the health of the inhabitants with the encouragement and development of new manufacturing industries, and last but not least, the enjoyment of the people.

"With a grand promenade in front of the city, beautified with shade trees, and approached in safety by handsome bridges thrown over the railway tracks, without danger to the thousands of men, women and children, who will crowd down towards the steamboat wharves, and affording a prospect finer than that from the Thames Embankment, in London.

"With a fleet of vessels along the wharves of the Don, and trains of cars in the railway yards adjoining, unloading coal from the Saskatchewan, and ores from all the mineral districts, of iron, copper and silver, to be smelted in furnaces, whose chimneys will arise all around ; and the same cars and vessels taking in return cargoes of Toronto manufactures to be distributed from Halifax to Vancouver, and to China, Japan, Australia and India.

"With our streets crowded with travellers from all countries, students from Japan and China at our university, mingling with British soldiers of horse, foot, and artillery regiments, having Toronto as head-quarters, and not a few merchants from the far East as wise men, making their purchases, will far exceed what may now be regarded as a fancy picture."

In view of the past, will any be so bold as to deny the probability of such a realization ?

There are yet six years in which to prove the truth or falsity of the prediction.

Toronto "Called Back" and the Queen's Jubilee

Has been distributed gratuitously, and flattering acknowledgments received from the following :—

Her Majesty the Queen (two editions).
 Her Majesty the Empress of Germany.
 H. R. H. the Prince of Wales.
 H. R. H. the Princess of Wales (on her silver wedding).
 H. R. H. the Princess Louise.
 H. R. H. Prince Arthur Duke of Connaught (before leaving Toronto).
 The Marquis of Lorne.
 The Marquis of Dufferin and Ava.
 The Marquis of Salisbury, Prime Minister.
 The Earl of Rosebery, President Imperial Federation League.
 The Earl of Aberdeen, P.C.
 Right Hon. W. E. Gladstone, M.P.
 " " Sir John A. Macdonald, G.C.B., P.C.
 " " Sir Charles Tupper, Baronet.
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 Hon. G. W. Ross, Minister of Education.
 Hon. A. S. Hardy, Commissioner of Crown Lands.
 Hon. A. M. Ross, ex-Treasurer of Ontario.
 Hon. J. M. Gibson, Provincial Secretary.
 Hon. C. F. Fraser, Commissioner of Public Works.
 Parliamentary Library, Ottawa.
 Geological Survey Library, Ottawa.
 Parliamentary Library, Toronto.
 University Library, Toronto.
 Public Library, Toronto (3 copies).

Four copies were ordered by each of the following Government departments :—Finance, Customs, Inland Revenue, Militia and Defence, Railways and Canals, Marine and Fisheries.

Three copies each, elegantly bound, by
The Marquis of Lansdowne, ex-Governor-General.
His Excellency Lord Stanley, Governor-General.

Copies have been delivered to the emigration agents in Liverpool, Glasgow, Dublin, Belfast and Bristol, and to editors of leading newspapers in Great Britain, Ireland and Canada.

From the Queen to the humblest mechanic Toronto has become "familiar as a household word," and by thousands who had not even heard of it, and others who did not know whether Toronto was in Canada or the United States.

Procrastination.

At the latter end of last year the ex-Chairman of the Executive Committee declined to bring the proposition for the further distribution of "Toronto 'Called Back'" in Great Britain before the Committee at that time, but kindly promised that at the beginning of 1890 he would do so, as "he believed in advertising our city," in which he felt much pride. Unfortunately for himself, his hope of representing the city was not realized, besides forfeiting the position he then occupied.

By this procrastination the city has undoubtedly suffered great loss, while thousands of people in Great Britain who are anxious to know all about our attractions, or would find them out for the first time by reading, and the emigration agents have been deprived of the advantage of placing valuable information in the hands of those who are seeking it at their hands. The books they have repeatedly asked for have been lying idle in the office of the Ontario Emigration Agency in Liverpool, while a demand for them has sprung up in Toronto, which I did not anticipate to such an extent.

Who can tell how many of the surplus of emigrants who have found their way to the States instead of Canada, referred to by the Mayor of Chorley, Lancashire, might have made Toronto their destination had they the information contained in "Toronto 'Called Back'"? F. H. Hibbert, Esq., Mayor of Chorley, writes, "Though emigration to British North America has gradually increased from 7,720 in 1877 to 34,753 in 1888,

it has in the same period increased to the United States from 45,481 to 195,986, a lamentable state of things to me, an Englishman, a state of things which can only be accounted for by the extensive information possessed by our people concerning the resources of the United States and a comparative dearth of intelligence concerning Canada. This your book will remedy. May it have an extensive circulation."

Copy of Letter from the Late Hon. John Macdonald.

OAKLANDS, Avenue Road, Nov. 19th, 1889.

MY DEAR TAYLOR,—I have before expressed myself in reference to the value of your work, "Toronto 'Called Back,'" and of its special significance as a means of affording immigrants most useful information.

Your recent visit to Great Britain, and your kindly reception in the leading cities in which your efforts were devoted to making Canada better known, adds still further to its value.

I hope that your effort with the Council to induce them to take the 450 copies which you have now with the Ontario Emigration Agent in Liverpool, may be successful, that they may be placed in British libraries at present unsupplied, and also with those emigration agents who have expressed a desire to have them.

Very truly yours,

(Signed), JOHN MACDONALD.

We fully concur in the opinion of Senator Macdonald as to the advantage of the further distribution of Mr. Taylor's book, "Toronto 'Called Back,'" amongst the public libraries of Great Britain, and through the emigration agencies.

Signed (in order received),

John Beverley Robinson, ex-Lieut.-Governor of Ontario.

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Edward Galley, ex-Alderman.

This list will be continued till it embraces the bulk of the wealth and intelligence of the city, and will be published in an edition of 5,000 copies and circulated amongst the libraries and public institutions of Great Britain, for the purpose of demonstrating that our citizens generally feel a pride in our noble city, and are desirous that her attractions should be known all over the world.

